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THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

February 23rd—29th, 1984
Volume 19, Number 8

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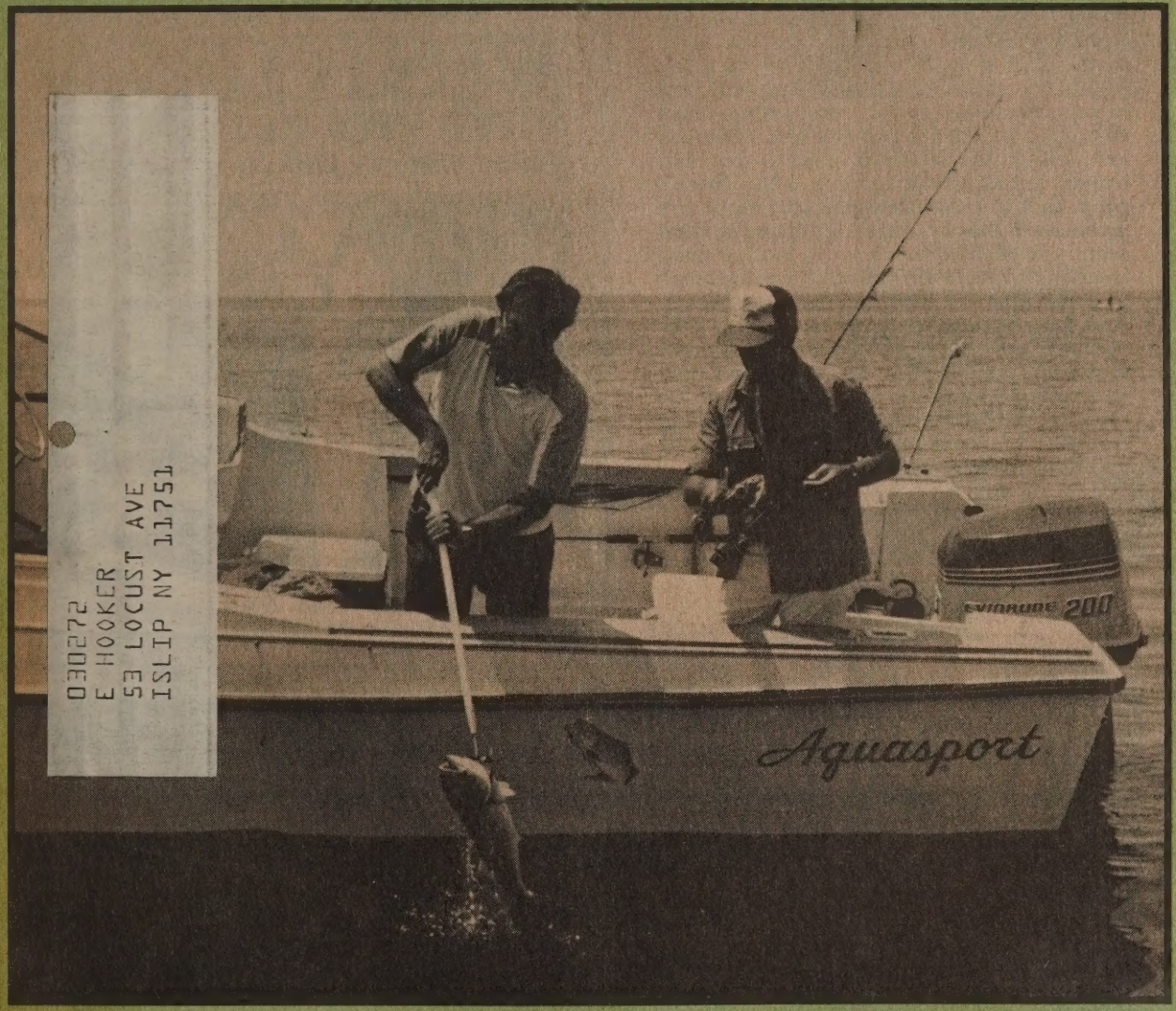

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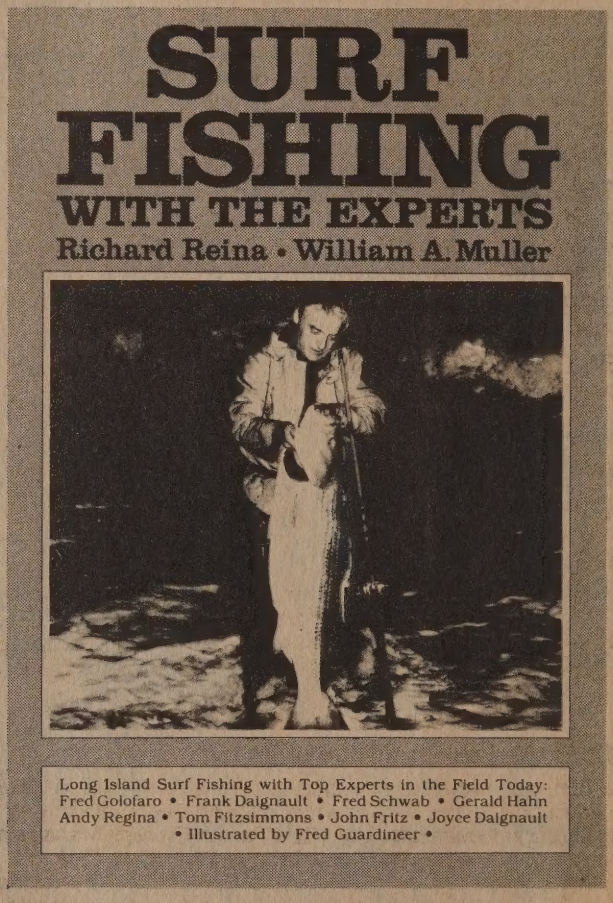
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ABOUT THE COVER:

Bluefish, such as this one plugged on light tackle in Smithtown Bay, provide Long Island anglers with dependable and exciting action from May through November. The Mid-Atlantic Fishery Management Council recently approved a Bluefish Management Plan that will protect this recreational favorite from commercial exploitation. For complete details, see the Editorial on page 4. Cover photo by William Herold.

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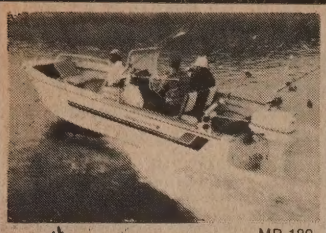

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EDITORIAL

MID-ATLANTIC MANAGEMENT COUNCIL APPROVES BLUEFISH PLAN: GOES TO DEPARTMENT OF COMMERCE FOR FINAL APPROVAL

On January 12, 1984, the Mid-Atlantic Fishery Management Council voted approval for the Bluefish Management Plan that many of us have been fighting hard for, for five years. The Plan was approved at the meetings of the Council held on January 11 and 12, 1984.

We want to begin by thanking all of those who helped to win this victory. First, thanks to Scott Simons, who is no longer with LIF. He first got the ball rolling and then was responsible for organizing the recreational fishing reponse at the first go-round of public hearings. The strategy was beautiful, the turn-out fantastic, and we really grabbed the attention of the management councils. Thanks, Scott, for a job well done. Then, thanks to all of you, the readers, who wrote letters to this one, that one, and everyone when we made the requests. Thanks to the persistence of those readers. Thanks to organizations such as the New York Sport Fishing Federation, S.O.S., many fishing clubs, recreational-based businesses. Special thanks to Mr. John Bryson, Executive Director, Mid-Atlantic Fishery Management Council, for persevering against a strong tide of pro-commercialism to get this plan through. Make no mistake, Mr. Bryson isn't in the recreational fishing camp, but he isn't in the commercial camp either. His concern is for our natural resources and the best way to manage them. He has demonstrated that his judgment will remain objective and that he will not be influenced by politics and pressure. He's a professional who has set his course to manage fishery resources as he has been charged to do. For his professionalism and honesty, we thank him. Someday we may be on disagreeing sides, but there's one thing we will never question: his integrity.

We're sure we'll forget to mention someone who deserves special mention, but if we have, please do not be offended, and accept the thanks of all recreational fishermen. It's been five long years and thousands of people. Forgive us; it's easy to lose track.

Now to the plan itself. We have not had an opportunity to study the written final document, and we will not get to see a copy for another month. However, we felt it was important to go to press with this news because it is so important to the future of the recreational fishery. We have spoken to inside people and officials who have been kind enough to run down the plan's most salient points.

The very first item of importance is the very fact that this plan was passed. It is the very first management plan to deal with a recreational fishery. As such, it is precedent-setting and was the main reason why we continued to vigorously support the plan even after the commercial interests had successfully watered down the guts of the plan. To have this precedent is vital to the future.

Second, there are no quotas on recreational catches and recreational fishermen are allocated 80 percent of the bluefish stocks. It was pointed out to us that a new provision was added that calls for a re-assessment of quotas should the hook and line commercial catch begin to affect the commercial allocation. Permits must be obtained to sell bluefish regardless of fishing method.

We must take exception to this provision, since commercial fishermen are people who sell their catch regardless of the method used. Therefore, it is unreasonable for the recreational fishery to be saddled with responsibility for a growing harvest in a segment of the commercial fishery. That these fishermen use hook and line is a non sequitur. Commercial fishing is not, and cannot be defined in terms of the method used, but rather based on what is done with the catch. If a person were able to catch fish with his or her bare hands in sufficient quantities to sell, and did sell it, then that person is a commercial fisherman. However, there is a word to the wise in all of this. That is, if you are a recreational fisherman who only occasionally sells your catch, you may want to think about the long-term ramifications of doing so on the portion of the stocks that might someday be allocated for recreation. It's about time we stopped interfering with the commercial fisherman's right to earn a living; clearly, the casual sale of fish does just that.

Apparently the Mid-Atlantic Council was impressed wtih the continuity and persistence of recreational comments at the last set of public hearings held in Spring '83, even if the quantity of those comments was far short of our hopes. The recreational fishing interests discussed goals and options prior to those hearings. Lots of ground was covered and when the discussions were

over, there was agreement about what should be said and why. Thus, virtually every comment we heard said the same things: no gear waivers, roll back the commercial allocation, no quotas for recreation, and concern for ocean purse seines and haul seines.

With knowledge of the consistency of our approach last spring, it is therefore comforting to learn that many of our comments found reflection in the final plan. For example, gear waivers have been removed. Thus, there will be no application for, or granting of, special waivers to harvest large quantities of bluefish.

Fourth, when the commercial harvest approaches 90 percent of their 20 percent allocation, the National Marine Fisheries Service will intervene and establish local and regional quotas for the commercial harvest. Based on the best calculations, it should take about five years for that to happen, and thus NMFS has plenty of time to develop a suitable approach. We'll bug 'em now and then, just to make sure they don't fall asleep. This provision is a built-in safeguard against chaotic harvests that could otherwise push the commercial catch above its quota unnoticed.

Fifth, only between two and five percent of the 20 percent commercial allocation (exact percentage varies from region to region: generally two percent North and five percent South) is set aside for ocean purse seines and haul seines. When the harvests of these two methods reach their designated percentage of allocation, people using those gears must stop fishing. That is a very significant provision! The provision satisfies one of our main concerns: a sudden explosive growth in the commercial catch using these methods with the catch going to new overseas markets. Overseas markets for bluefish will no longer be attractive because of the limited quantities of bluefish that U.S. commercial fishermen will be able to harvest.

There are other accomplishments here, too. The government is saying that it values both the resource and the recreational fishing industry. In recent years all the talk has been about helping the commercial sector. We believe there is a growing awareness in state capitals and in Washington that the recreational sector is enormous and dwarfs the economic contribution to society of the commercial sector. It's about time! The commercial allocation is based and geared to the recreational harvest and that means we'll never be shut down from fishing for bluefish.

The plan was passed by the Mid-Atlantic Council over the objections of both the South Atlantic Council and the New England Council. The audacity of these Councils overwhelms us. It goes to show that when you've got a roast beef in the oven, chicken just won't get your attention. Maybe someday we'll get a chance to repay the favor!

The next step will be to prepare a formal written document and send it to the Secretary of Commerce for approval. Now that may not be as easy a step as it might appear. Most of those close to happenings in D.C. expect the Secretary will approve the plan; yet it is also true that there will be pressure not to approve the plan from the commercial sector. In addition, that the South Atlantic and New England Council did not support the plan may produce concern in the Department of Commerce, and this possible concern could translate into rejection. In addition, NMFS hasn't exactly been overjoyed with the notion of a bluefish plan. They've bounced the plan back several times on legal and scientific grounds; who knows what effect that will have on the Secretary.

Therefore, we feel there's one more bluefish letter we'd like you to write. Your letters are getting the job done. They helped pass the striped bass management legislation in this state last spring, and they helped get the bluefish plan over many hurdles to where we are today. Without a doubt, without those letters the bluefish plan might have died and disappeared several years ago. We're on a roll, people. We have more and more proof that our efforts mean something and that phone call and letter campaigns get the job done. We're only one step away. Let's not allow this important plan to slip through our fingers. Let's not wait until we know there's a crisis. Let's avert a crisis by telling the Secretary of Commerce that we're out here and that we care. Tell the Secretary how important the plan is and that there are hundreds of millions of us taxpaying citizens who insist this plan be approved and implemented.

Please drop a note today. It doesn't have to be long; just make your point.

Write to:

Mr. Malcolm Baldridge
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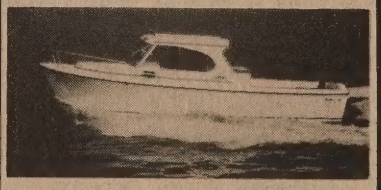

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CHUM LINES

BROOKHAVEN TOWN'S CLOSURE OF NORTH SHORE BEACHES

EDITOR'S NOTE: Despite the opposition of many recreational anglers who reside within Brookhaven Township, the Town Board did, indeed, go ahead and close all town beaches to four-wheel drive vehicles. Letters such as the two below typified the comments of many who spoke out in opposition to the ban at a meeting held back in late December. Those wishing to express their displeasure with the new restrictions are urged to write Town Supervisor, Henrietta Acampora.

Henrietta Acampora, Supervisor
Town of Brookhaven
Town Hall, So. Ocean Ave.
Patchogue, NY 11772
Dear Mrs. Acampora:

We wish to register our utter dismay with plans for complete termination of beach buggy access for mobile sport fishermen to north shore beaches. At a time when most coastal regions recognize the need and are attempting to improve public recreational access to the coast, the Town has come forth with a plan to reduce it. While many states have ongoing programs to identify publicly-owned rights-of-way to the shore and are taking steps to re-open these access points and are taking further steps to acquire property for access, the Town proposes to close such access at publicly-owned rights-of-way to a public beach.

It is ironic that the Town of Brookhaven received the largest grant of any Long Island town, to prepare a plan for wise use of the coastal zone under New York's Coastal Management Program (CMP) as a result of the 1981 NY Waterfront Revitalization and Coastal Resources Act. The plan (called a Local Waterfront Revitalization Program) that Brookhaven (or any locality) is preparing must meet certain criteria to further State coastal policies and have enforcement capability to ensure long-term advantageous use of the waterfront.

The following NY CMP policies are pertinent to the issue and must be followed in the Brookhaven plan:

Coastal Policy (#9) calls for expanding recreational use of fish and wildlife resources in coastal areas. The ending of beach buggy use will decisively impair recreational access to the fishery resource and is contrary to Policy #9.

Coastal Policy (#19) directs that access to public water-related recreation resources will be protected, maintained and increased. The ending of beach buggy access to the north shore ends the mobile sport fisherman's water-related recreational access and is contrary to Policy #19.

Coastal Policy (#20) directs that access to the publicly-owned foreshore and lands immediately adjacent thereto shall be provided in a manner compatible with adjoining uses. It goes on to say:

A.1. "Existing access from adjacent or proximate public lands or facilities to existing public coastal lands and/or waters shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or nearby public lands or facilities to public coastal lands and/or waters be eliminated unless such actions are demonstrated to be of overriding regional or statewide public benefit..." The proposed closure will eliminate such access and is not for overriding regional or statewide public benefit purposes, and therefore violates Policy #20.

Coastal Policy (#21) directs that water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water related uses along the coast.

There can be no question that the mobile sport fisherman's need for access to coastal waters is a water-dependent recreational use.

This policy goes on to state that water-related off-road recreational vehicle (ORV) use is an acceptable activity, provided no adverse environmental impacts occur. Where adverse environmental impacts will occur, mitigating measures will be implemented where practical to minimize such adverse impacts. If acceptable mitigation is not practicable, prohibition of use by ORVs will be posted and enforced. The Coastal Zone plan prepared by the L.I. Regional Planning Board for the region carries similar provisions and policy and recommends continuation of this access with appropriate controls.

Appended to the NY CMP are replies to various comments submitted on the draft CMP. Regarding vehicular use on the beach, it replied to this issue as follows:

"The latest draft continues the prohibition of vehicle use on primary dunes and bluffs but allows their operation on the more tolerant portion of beaches seaward of the upper debris lines and toes of primary dunes, thus assuing a virtually equally high level of protection while providing for reasonable use of natural resources."

The CMP carries prohibition of traffic on dunes, bluffs and other sensitive resources. It is my understanding that conditions attached to the Brookhaven vehicle use permit do not carry similar provisions and should therefore be revised to add them.

With regard to allegations of vehicular induced beach erosion; there is a plentiful body of scientific research to indicate that these claims should be dismissed for what they are: an attempt to cloud the issue with unsubstantiated innuendo. In view of the body of research, we suggest that these claimants be called upon to produce reputable scientific data to substantiate their claims. In view of existing studies, we would be most interested in examining such material and have it reviewed by professionals in the field. The facts are that our coastal beaches in the area of discussion are eroding at an average rate of 1 to 2 feet a year. This erosion will continue whether there are or are not vehicles on this beach.

Whether vehicles are officially allowed or prohibited on these beaches, it is a necessary prerequisite that existing and/or proposed ordinances be enforced. Without enforcement the law is ignored by some, inducing others to follow. Rest assured that whatever ordinance or barriers the Town decides to erect to bar mobile sport fishermen from north shore beaches, there will still be vehicular traffic on them. The law-abiding body of mobile sport fishermen will adhere to such an onerous law and bear the burden of denial caused by the actions of an element who will continue to ignore it and the problem will continue and these people will escape the consequences of their actions. As the legislative body of the Town, we think you will agree that a punitive ordinance that denies access of the law-abiding majority because of the offenses of a minority is unAmerican and a dangerous concept to embrace. Worse yet is a law that will bar the law-abiding while allowing the offenders to escape for lack of enforcement and who will not be excluded.

Tonight you will hear about macho four wheel drive and three-wheeled Hondas that drive anywhere and everywhere at any time. Many of the four wheelers don't even have a permit and none of the three wheelers even qualify for one. If there is no enforcement of the permit requirement now, does anyone really expect there will be enforcement under a new ordinance?

We suggest that the Town Board not abdicate its responsibility to all its citizens by denying access to one of the important amenities that attracts business and residents—its beaches. These beaches are publicly-owned by all its citizens, not just those residing in the immediate vicinity.

We do suggest that the CMP provides the solution to the issue if it is not already apparent.

1. First priority must be enforcement. We are certain that the social and environmental problems will be resolved and mitigated if the Town fulfills its responsibility to its citizens and without it, no ordinance that is passed will succeed.

2. ORV activity on the beach simply for the purpose of driving off-road is not a coastal dependent use

and is not justified under the NY CMP. Although we believe it is a legitimate form of recreation, it exists on the beach because there are no other areas designated for it. It is an unfulfilled recreational need that merits consideration by the Town Board for providing for it somewhere other than on the beach. Part of this form of recreation includes the challenge and thrills of driving hills and slopes. Coastal dunes and bluffs then become the object of this activity and suffer as a result. In accordance with the NY CMP, vehicle use on the beach should be limited to those recreational activities that are water dependent or enhanced, which require access to the shore to be practiced.

In late August I had contacted the Town Planner who is preparing the Town Coastal plan, in order to express our concern regarding rumor of planned closure and its inconsistency with the NY CMP. A subsequent call from the planner advised that he had discussed the matter with the Supervisor and I was advised that she would personally keep me informed. I regret that that has not happened.

We are further concerned regarding the tone of an August 21 NY Times article concerning this issue which quotes the Supervisor and would seem to indicate that she had already decided the outcome after hearing only one side. It is our understanding that the existing town ordinance authorizes access at five north shore areas and that four of them have already been closed without benefit of public hearing or amendment of the ordinance and that the proposed total ban would provide after-the-fact approval of these unlawful actions. Although we can understand the Town's desire to extricate itself from the predicament it has placed itself in, there is no justification for compounding the wrong by committing another. The NY CMP requires local plans to conform to it. It specifies (pg. B-46) that municipalities will be required to make a finding that their proposed plan will not pre-empt existing or future access to coastal recreational fishery resources. If such impacts are unavoidable then provisions must be made for new access opportunities which are at least equivalent to those being eliminated.

In view of the fact that access on the north shore is already severely limited, we suggest that the Town start planning for more access, not closing what little there is and that before existing access is closed, the replacement equivalent be identified and provided.

We hereby make it publicly known that on behalf of the five Long Island affiliates of the United Mobile Sportfishermen (which includes many Brookhaven residents) that we wish to become involved and consulted during preparation and submittal of the Brookhaven Local Waterfront Re-

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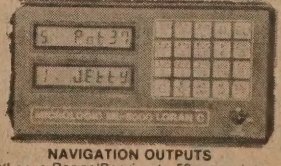

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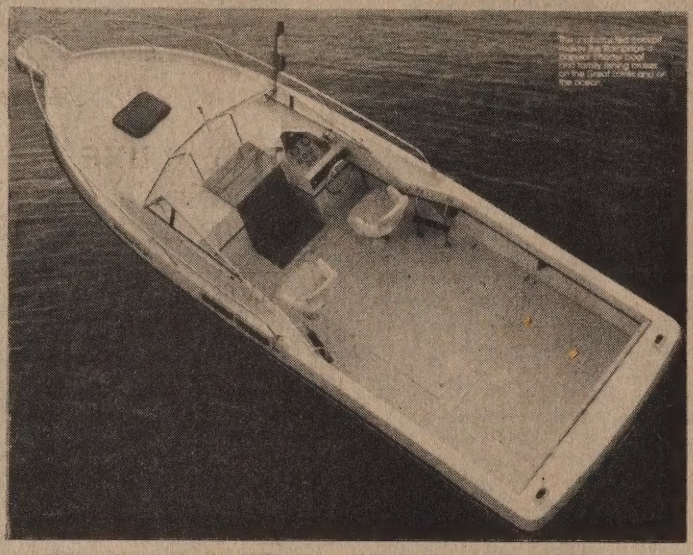

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vitalization Program (LWRP). In accordance with the NY CMP (pg. B-14), a copy of this letter of objection shall be included with the final Brookhaven LWRP when it is submitted to NY Department of State for approval of the plan, to identify this unresolved inconsistency with the CMP. In the interim, we are hopeful that reason will prevail to correct legitimate complaints of local residents without resort to the unreasonable meat axe solution that is proposed. It is not justified. **William E. Miller, Exc. Dir., United Mobile Sportfishermen.**

The New York Sportfishing Federation, with its 35,000 members, stands adamantly opposed to the permanent closing of any beach to surf fishermen. If particular areas are devastated by coastal storms temporary closure to beach vehicles has been effected in the past to ensure the safety of such vehicles and the possible unimpeded rebuilding of the washed-out section. I do not believe that this is the reason for the proposed closing of all the North Shore beaches lying within the confines of the town of Brookhaven. It is my understanding that local residents prefer to reserve the shoreline for themselves. If there is a conflict between user groups, then possibly a modification in the access hours could be worked out, but first we would like to be assured that all efforts to enforce existing law regarding beach travel are being taken. If the complaint is with the small number of 4x4 operators who ignore all attempts at regulation and have little regard for the rights of others, then the Town Board should direct their efforts at controlling them and not preventing bona fide fishermen from pursuing their sport. **John Fritz, Beach Access Chrm., NY Sportfishing Federation.**

THREE QUESTIONS ON NEW BASS LAW

I have read most of the articles concerning the new regulations on striped bass fishing. The laws may appear to be harsh on certain groups of people, but for the survival of this species I believe it was necessary. I do, however, wonder about two articles pertaining to this law. Many friends have asked me about the following questions.

1. Why is there an 18 inch size limit on bass north of the George Washington Bridge instead of 24 inches? Isn't it also illegal to sell fish from these areas due to high toxic levels?

2. Why is there a closed season from December to April, since most East End fishing is over by December and does not start until after April?

One last question. How difficult is it to breed striped bass in a hatchery? Is this being done at the present time?

I think your editorial on "Setting Priorities Correctly" hit the nail on the

head. Many fishermen do not see past the last guide on their rod when it comes to common sense. I hope that some day the bass population will return to all-time highs and that someone will thank people like you for their dedication. *Paul Hoercher.*

We don't agree that the law is harsh on some people. What's harsh has been the greedy and insensitive manner in which fishermen, both recreational and commercial, have decimated a magnificent resource. It's no different whether it's American bison, whooping cranes, or striped bass. Regardless of whether it's a plant, or an animal, it is a disgrace to abuse the gifts of nature.

As far as your questions. One, striped bass may not be taken and sold from the Hudson River. However, it is anticipated that in future years the toxicity will diminish. Thus, it is important to have the regulations in place now to avoid another difficult debate later on. The difference between inland size limits and ocean size limits is the result of a recommendation from the State-Federal project personnel. Although many people idealistically are not supportive of different size limits in different places, the 18 inch limit is an attempt to support inland commercial fishermen. At 24 inches there would be very few legal fish for them to sell. It isn't a perfect world. Second, although it may be hard to catch a bass on hook and line in many places after early December, many seasoned commercial fishermen know that there are late runs of bass along the beaches in December. These fish are usually under 24 inches, too, and they aren't abundant; but as the schools come by they can be netted. If the fall is mild, the run may be pretty good. Third, yes it is possible to breed bass in a hatchery and there is a hatchery in South Carolina that can produce half a million bass a year. However, in order to make a dent in the East Coast population, many millions of bass would have to be reared and released in a hatchery. Therefore, in order for hatcheries to be used to alleviate the crisis, either better hatcheries or more hatcheries are needed. Right now, the cost of doing this is prohibitive.

Thanks for the nice comments on the editorial. We, too, hope that the day will come when bass are as abundant as they once were. Dr. W.A. Muller.

THANKS TO LIBBA

The December issue of LIBBA NEWS included an article entitled "Comments on FINS Regulation Changes."

In that article we appreciate the gracious comments from Bill Miller who singled out several letters, sent to FINS Superintendent in support of beach access for fishermen with four-wheel drives, as "exceptionally well written." The Long Island Fisherman was one of the contributors mentioned. Thanks to LIBBA. *Dr. W.A. Muller.*

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The fine art of fly tying is rarely taught in school, but on Saturday, February 25th, you may come and receive the closest thing to a Master's Degree in fly tying between the hours of 10AM and 4PM at Merrick Tackle Center, 2655 Merrick Road, Bellmore, N.Y.

Hank Leonard and Bill Luzardo of L&L Products will conduct a special one-day seminar and share with you the secrets of professional fly tyers. They will also demonstrate their complete line of fly tying materials, including: microweb wing material, Chinese boar fibers, Nymphorm bodies, Ultra Dub, Micro Fibetts, Wyngs and K-Dub dubbing materials.

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The day-long seminar is free, and no pre-registration is required.

OUTCAST BASS ANGLERS OPEN TO NEW MEMBERS

Outcast Bass Anglers, a freshwater bass club, has openings for new members interested in fishing for and discussing bass fishing. The club is presently fishing lower New York State and Connecticut. We hold monthly meetings in Elmont, L.I., consisting of films, demos, guest speakers and rap sessions.

For further information, contact Chuck Hall, (516) 486-3394 after 6:30PM.

COMPUTER PROGRAMS AVAILABLE FOR NAVIGATIONAL INSTRUCTION

Captain Bill Brogdon, author of numerous articles on navigation and seamanship, is pleased to announce a new package of NAVSOFT (TM) computer programs to solve a wide variety of navigation problems. There are over 20 programs, including calculations as simple as time-speed-distance and as complicated as celestial navigation, using the Nautical Almanac. Navigators will find the programs useful for voyage planning, learning navigation and programming, and for actual navigation at sea, with an appropriate power supply for the computer.

The programs are written in Microsoft BASIC language, for the Osborne 1 (TM) and Osborne Executive (TM) computers. They are supplied on a diskette, along with operating instructions. Programs which require explanation show the necessary information on the computer screen as you run the program. Data is entered at the keyboard in response to prompting instructions.

This group of programs is available for $35 from: NAVSOFT 8109 Overton Ct., Springfield, VA 22153.

Other computers which are capable of reading Osborne 1 single-density format diskettes can use this product also. Both the Kaypro and the Morrow Microdecision computers are reported to be capable of reading Osborne 1 diskettes. Check with your own computer instruction book or manufacturer before ordering.

The author is adapting this group of programs to other computers. The version for the IBM PC and similar computers was expected to be available by the end of January.

RESERVATIONS AVAILABLE FOR A FEW ANGLERS AT NEW YORK SPORT FISHING FORUM

The Second Annual New York Sport Fishing Forum has a few reservations available for anglers not affiliated with the sponsoring groups—the Atlantic Professional Boatmens Association and New York Sport Fishing Federation. As was the case last year, the Forum will be held at SUNY, Farmingdale, off Route 110, south of the Long Island Expressway. The main session is at Roosevelt Hall from 9AM to 4PM on Saturday, February 25. This includes a session on striped bass featuring Herb Doig, assistant commissioner of the New York DEC and Dr. Phillip Goodyear; boat and shore sport fishing techniques featuring such famous anglers as Frank Johnson of Mold Craft and surf specialist Fred Golofaro; technical sessions on reducing repair costs, weather, winter and summer flounder and tuna regs; and a concluding presentation on sharks by Jack Casey. Though this forum is primarily for captains and Federation members, the few remaining tickets are available on a first come, first served basis for $5.

WORLD FISHING EXPO HAS MANY FEATURES SURE TO PLEASE FISHERMAN

If fishing is your sport and you're thinking of getting some new equipment, the seventh annual World Fishing Outdoor Exposition is where you will find it. The EXPO, an annual tradition for anglers in the New York-New Jersey Metropolitan Area, will be at the Rockland Community College field house in Suffern, New York, February 29 through March 4.

Nearly a hundred major national tackle manufacturers will display their latest products, including such well-known names as Abu-Garcia, Berkley, Childre, Cordell, Cortland, Daiwa, Eagle Claw, Fenwick, Heddon, Penn, Quick, Shakespeare, Scientific Angler, DuPont Stren and Zebco, just to name a few.

Major retailers and local firms will

be there too, many offering special show bargains. Among larger exhibitors will be L.L. Bean, Herman's World of Sporting Goods, S. Meltzer and Ramsey Outdoor Sports. In all, over 350 exhibitors are expected.

VETERANS NEED TACKLE

The Northport Veterans Hospital needs some bottom-fishing tackle. The Division of Handicapped and Therapeutic Services has set up some fishing trips for up to 50 Vets at a time. They have transporation and facilities all arranged, but are woefully short on fishing tackle. And so if you have an old rod and/or reel that you do not use much, we have a great home for it! These Vets, who have already given so much, can get some real enjoyment out of a little fishing time. Condition of such rod and/or reels is not important, since we have some experts who have volunteered to rework same.

The Rev. Chester Shew, of the Copiague Union Bible Church, Scudder Ave., Copiague, or Stan Lake will be happy to accept such tackle, and will be glad to pick any equipment up.

Rev. Shew may be reached at (516) 842-7303 or 9086. Stan Lake may be reached at (516) 264-3216.

Fishermen, please stretch things a bit if necessary to help some of these wheelchair pilots get out into that great salt air.

BOATMENS ASSOCIATION TO HOLD ANNUAL DINNER

The Atlantic Professional Boatmens Association will hold its annual dinner from 6 to 10PM on Friday, February 24 at the Crow's Nest Restaurant. The dinner will follow the Marine Industries Day of the 1984 New York Sport Fishing Forum, which will be held at Roosevelt Hall of SUNY, Farmingdale that afternoon from 12:30 to 5:30.

The Crow's Nest is located right across Route 110 from the University. Dinner cost is $25 and includes an unlimited buffet and open bar. All party and charter boat captains, and others associated with the industry, are invited.

For reservations, contact Capt. Bob Bozek, 154 Hendrickson Ave., Rockville Centre, NY 11570; 516-764-0284.

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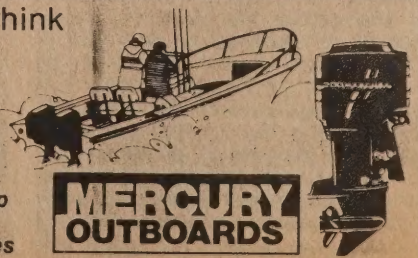

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★ FIELD TEST REPORT ★

RED BALL MASTER WADER

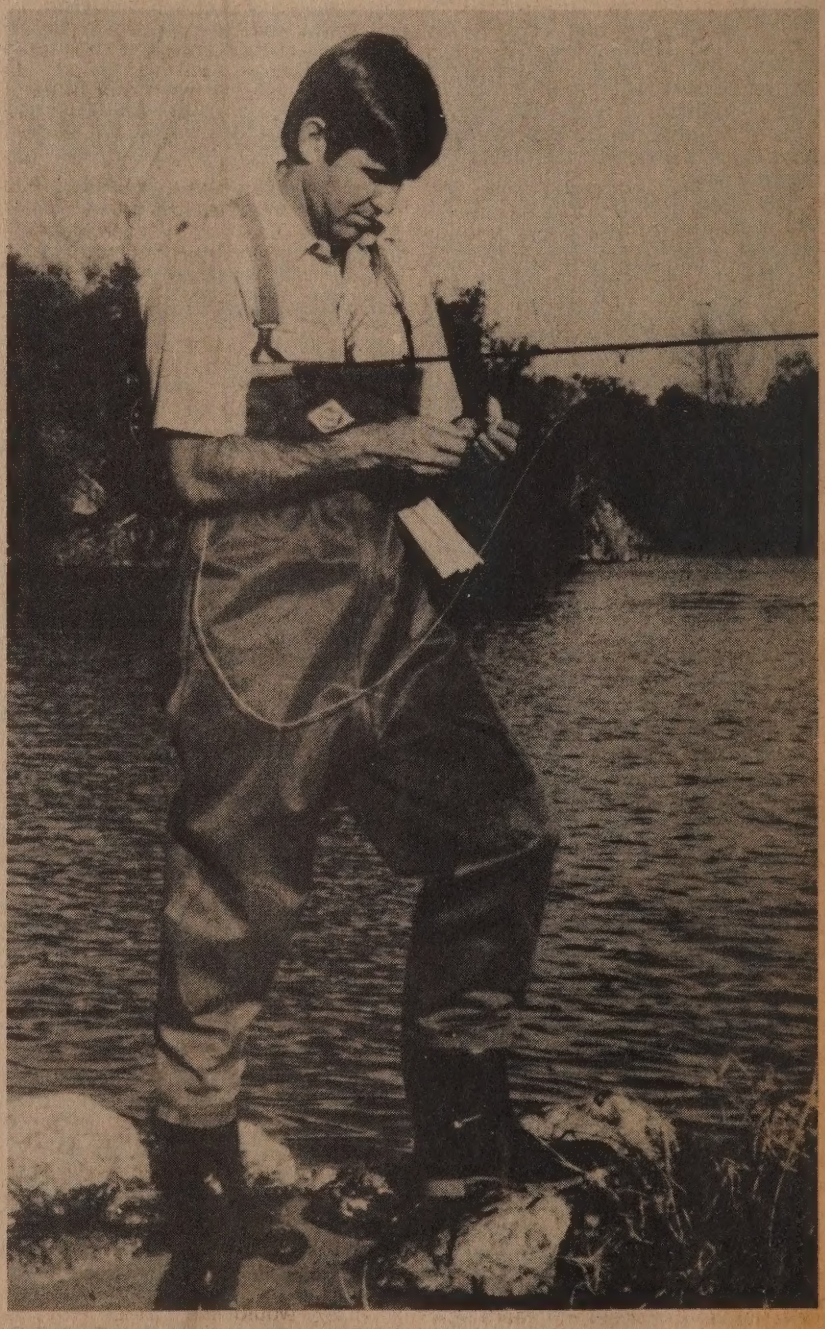
by William A. Muller

The search goes on for a durable, comfortable and inexpensive wader. We've spoken to many surf fishermen about this quest, and some we've met are happy with the waders they purchase; while others offer cries of outrage and disappointment. For many who are pleased with the waders they buy, happiness could be more a result of lack of testing the mettle of the product than real satisfaction. We get lots of mail asking about which wader to buy and so when Red Ball asked me to try a pair, as a field tester, I decided to go ahead and then report the results of the test here on these pages as I have done with several brands of spinning reels in recent years.

Before discussing the Red Ball Master Wader, let me point out that there is no perfect wader. That is, a $20 cheap import may be all you need if you fish only a few times a year. For the occasional surf fisherman, buying a new pair of cheap waders each year may make the most sense. However, for the die-hard surf nut, an Oriental import simply will not do the trick. Perhaps you'd be surprised how well the cheap models hold up under easy fishing and how fast they fall apart when the fisherman fishes hard. Therefore, let me avoid a discussion of the inexpensive alternatives.

A very popular wader among hard-fishing surf nuts is the Gra-Lite. Many beach rats find them very comfortable and durable. It isn't our purpose to discredit a good product like Gra-Lites; instead it is the plan here to report on a new product I have tested as information for those planning the investment in new waders.

The reason Red Ball wanted me to try the Master Wader is because recently the company was taken over by Hampshire Manufacturing Corp. located in Manchester, New Hampshire. Prior to the take-over by Hampshire, the Red Ball Wader had gone through several manufacturing changes and during that period at least one processing procedure resulted in a problem that was characterized by the upper layer lifting away from the layers beneath, causing buckling and leakage. We point this out because you might have bought one of those waders and could have been turned off to the product. However, let me assure you that this new wader from Hampshire is an entirely



different species. The Master Series comes in insulated and non-insulated models and your choice should be dictated by how much early and late season surf fishing you do. The wader features an extra-tough three-ply upper body that we found very resistant to abrasion, tears, and punctures. The boot is made with one-piece construction that virtually eliminates

leaks. The company hype includes note of a drawstring around the chest, but we were less impressed with this feature since surf fishermen should be using an outside belt for safety that would preclude the use of a drawstring. We were more excited about reinforced suspender buttons because on many waders the buttons can begin to tear away long before the waders start to leak. We were also impressed with rustproof hardware, since it has always been a thorn in our side that suspender buttons rust early in the life of the wader and begin to cause deterioration of the suspender loops. We were also impressed with reinforced knee patches. I don't know about you people, but I have to kneel down when unhooking and releasing a fish. I kneel on the sand and gravel rather than bend from the waist, because with my bad back a bend from the waist would turn me into a pretzel. Often my waders wear so badly at the knees that it becomes a race whether the suspender buttons will pull out, the crotch will leak, or the knees will wear away. Last, but not least among the features is the lack of an inseam which usually chafes and then leaks after awhile. Some folks complain, since the seaming process can have imperfections, that the waders leak on the first trip.

All of the above are noble features, but whether they work well in service is another matter. The proof of the pudding is in the testing. Now, I have used Red Ball Waders for years and as I have reported several times on these pages, I get about three seasons out of them before they go to pot. Those older models were constructed with different materials that made them subject to ozone deterioration and I suspect that ozone was the most important reason for the demise of those models. The new Master Wader is not susceptible to ozone, much like Gra-Lites. Now, I fish hard—perhaps three to seven nights a week from May through much of November and that's a lot of wader abuse. I always felt that my three years were good performance since even the Gra-Lite life span when worn by hard fishermen is about five years: some get more and some get less. Of course, I've only used the Master Wader for one season and so it will have to be left for a future article to evaluate long-term performance. However, I can report on performance in this first season.

I opted for the insulated model because I do a lot of fishing when the water is cold both early and late. I have found that without the insulation I'm cold to the point of discomfort. The insulated model may be a bit hot for the dog days of summer, but I have used a flyweight wader for those real hot nights for several years now. Also, remember that even the hottest summer day usually equates to a cool night near the water, and the water temperatures are not nearly as warm as the air. Therefore, I've never found insulated waders to be too hot.

The wader is comfortable and lightweight. In fact, it weighs about half as much as conventional vulcanized rubber wader, and that's a real plus. We usually tote around about 15 to 20 pounds of goodies when we fish the surf, so lighter waders add considerably to our comfort. Comfort is very important to me because I spend a lot of time in those waders.

Much like Gra-Lite waders, the Master Red Ball wader does not need as much care in storage as vulcanized rubber waders. In order to maximize the life of rubber waders, I always was very careful how I laid them out in the trunk of my car to avoid creases, and I always hung them carefully after each trip. One can afford to be a lot more casual about this new model. However, proper care and handling of any wader is recommended to ensure long life. In other words, you don't have to walk on egg shells with this model, but do follow the manufacturer's recommendations for care and maintenance.

The Master Wader can be used with Red Ball wader suspenders for maximum comfort. These suspenders are elastic, adjustable, offer H-back style and swing-free construction. We also recommend you purchase a Red Ball wader repair kit. You never know when you'll be careless with a gaff, or fall on a barnacle-encrusted rock, or get it caught on a nail in the garage. The kit is very effective and easy to use. The repaired spot stands up virtually as good as new. Having the kit handy can save aggravation and time later on.

Now for the nitty-gritty. The wader retails at about $80 for the insulated model and about $72 for non-insulated model. Of course, prices may vary from place to place a little, but is quite a bit cheaper than other high quality waders of similar design.

Locally, Red Ball tells us that they can be purchased at the following retailers:

Merrick Tackle Center
2655 Merrick Rd.
Bellmore, NY 11710

Ramsey Outdoors Stores
226 Route 17
Paramus, NJ 07652

Efinger Sporting Goods
513 W. Union Ave.
Bound Brook, NJ 08805

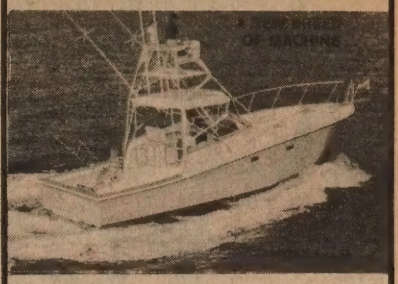
Ray's Sport Shop
559 Highway 22
No. Plainfield, NJ 07060

Paragon Sporting Goods
867 Broadway
New York, NY

If you would like further information, you can write to Red Ball, P.O. Box 3200, Manchester, NH 03105.

If you buy a Red Ball Master Wader, please write to us and let us know how you liked them.

TOPAZ-36



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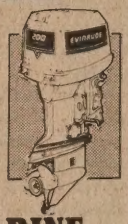

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A PRACTICAL BELT FOR SURFMEN

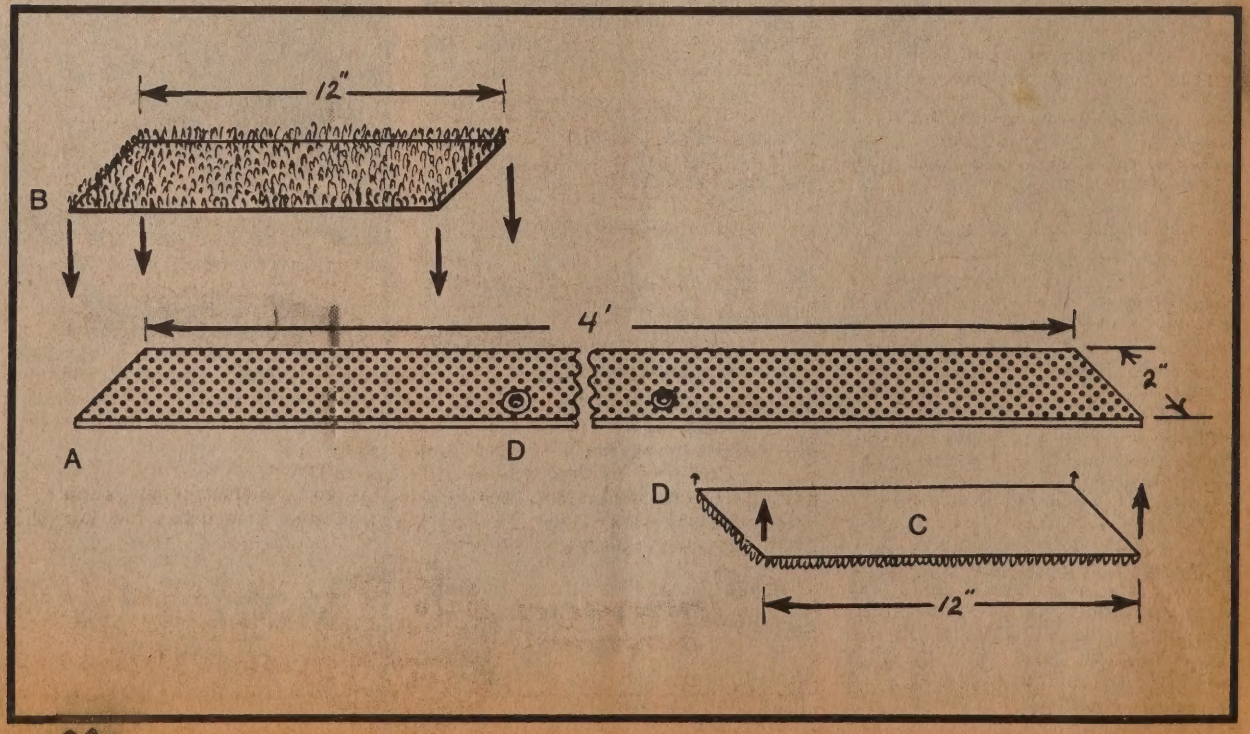
by Mike Campanelli

Surf belts are worn by most, if not all, surf fishermen. The need for a belt when fishing the surf becomes quite apparent the first time a wave fills up your waders with ice cold water. Not only would it be uncomfortable as hell, but it could be very dangerous to boot.

Last winter as I went over each piece of equipment to see what needed repair or replacing, I could plainly see that my old surf belt had seen better days. The old belt had been used in a war, as a kid's toy and as a tool belt. About 15 years ago, when I was first bitten by the surf bug, it was pressed into service as a surf belt. The question now was what to replace it with? You can still buy old Army surplus belts in most Army-Navy stores if you look around, and some mail order houses carry a new nylon version. But the old Army belts had some drawbacks. The old canvas starts to rot out after awhile from the constant immersion into saltwater. And when wet it would take forever to dry out. On early spring or fall trips getting cold hands to undo the brass catch would be a chore. Having to open the belt quickly in an emergency could be next to impossible. The new nylon belts don't have the problem of rot of taking forever to dry but they're cursed with the same type belt buckle. Another problem with both belts is that if you add or take off clothing depending on the weather you have to adjust the belt so that it stays tight around your waist.

So I decided to try and design a belt strictly for fishing in the surf. I wanted something easy to use, maintain and with a quick release belt buckle for safety. A lot of ideas came and went and even a couple of commercially made belts were looked at. But being a persistent tinkerer by nature, I wanted something more than what was around.

Quite by chance and while in an awning shop getting some sail cloth for a new surf bag, I found some interesting nylon web belting. It was wide enough, about two inches, and thick enough to hold up. The price was right as the shop owner only had about four feet left and threw it in with the sail cloth for nothing. The only flaw was its red, white and blue colors which were a little flashy for a surf belt. Having found the belt material, my next need was a belt buckle. The first idea was reuse the old belt's hardware. But that didn't solve any of the old problems. Next, a friend of mine suggested an old seat belt buckle. Not a bad idea, but they would rust out after a short while. Putting together that surf bag I'd been working on, I used Velcro as a seal for the cover. Well, if Velcro could be used as a surf bag fastener, why not use it on a surf belt as well? I headed for the sewing department in a large department store and asked the sales clerk for the widest Velcro in stock. Needless to say, I received a



weird look from her when I told her what it was to be used for. The Velcro measured two inches wide and came on a large roll. Velcro has two parts—one section has small nylon hooks, the other loops.

After measuring the belt's proper length by wrapping it around my waist while wearing waders. The ends of the belt have to overlap by at least one foot. Then borrowing my wife's sewing machine, I attached the Velcro to the nylon belting. To accomplish this, I used some leftover nylon rod wrapping thread. First, I sewed the hook section at one end of the web belt, then attached the loop section at the other end, but on the opposite side. In this way, with the belt wrapped around the waist, the two Velcro sections face each other. The hooks of the one side firmly grip the loops of the other side with just a quick push together.

So that I could hang things from the belt, two brass grommets were added. Attaching the grommets was the hardest part. You can't just stamp a hole through the nylon. I had to heat a metal rod and melt a hole through the belting. To heat the rod I used a small propane torch. I used the torch to seal the belt's cut ends by melting the nylon so the fibers don't unravel.

Once the season started, the new belt was given a good workout. It had none of the old belt's faults. It dried fast, was self-adjusting, and the biggest plus of all was how easy it was to take off. All that was needed was two fingers and a quick pull to separate the Velcro. No more cursing my belt or my numb fingers at the end of a hard night's fishing. The belt never opened up accidentally as some might suspect. Not in rough surf, when jumping around some jetty nor even with fish pulling on a stringer attached to the belt. As the season progressed, I found that I was very satisfied with the new belt. My only complaint was that the belting could have been a little thicker. This winter I'm making some new belts for friends out of skin diver web belting material. This is thicker and the black coloring will not show the dirt as readily as the first one. The only drawback here is that due to the thickness, I had to sew them by hand.

All you need to construct one of these belts is: a length of two inch wide nylon skin diver's belting, one foot each of hook and loop Velcro, nylon sewing or rod wrapping thread, one heavy duty needle, and two brass grommets.

Simply follow the drawing and sew the Velcro (B and C) to the belting (A) and then add grommets (D). I show four feet of belting, but before buying any belting, measure yourself with a piece of string, remembering to overlap it by at least one foot. If you have a hard time finding what you need, Diver's Way (located in Bay Shore on Sunrise Highway) not only has the belting, but the large Velcro as well. This season, instead of buckling up for safety, Velcro up.

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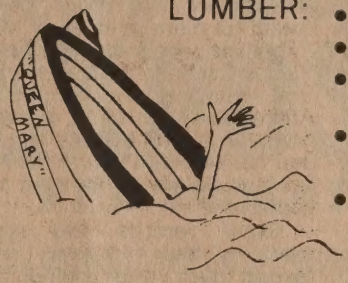

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NEVER SAY DIE

by Matt Ahern

The surest remedy for those fishless days is putting in your time—and then some.

Fishermen who know me well, know that I am fanatical about keeping accurate fishing records. Some fellows say that I go to extremes in my endeavor to note everything of interest. Maybe so. But I do know one thing: those extra notations have never failed to add fish in my bucket. A year or two might pass before they do, but I've never regretted the extra effort.

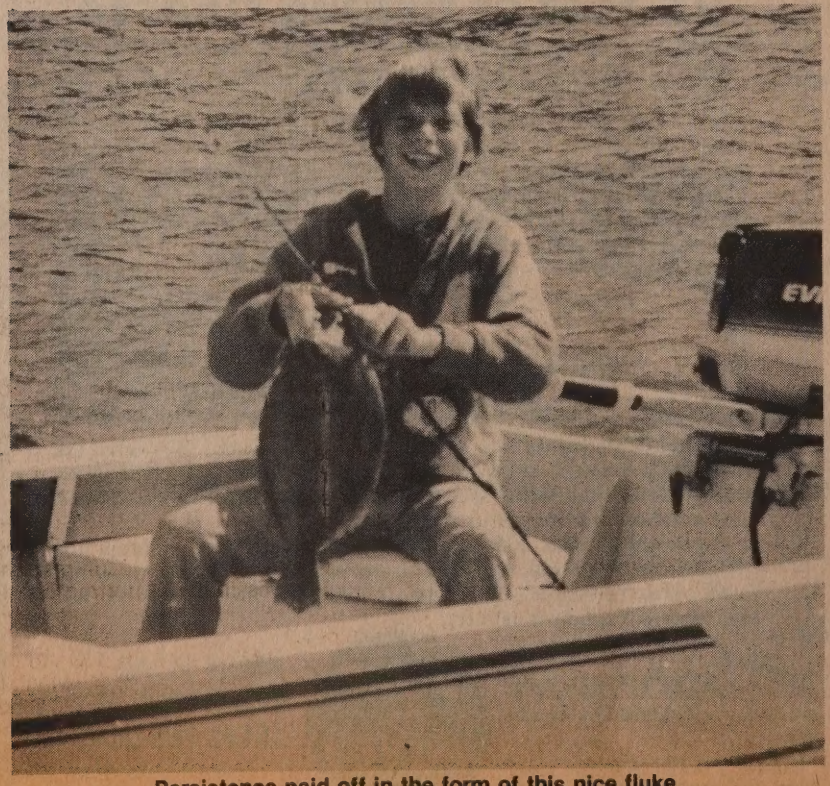
Here's an example of what I mean. (If you don't believe a simple notation as the one that follows didn't add more fish in that old bucket on future trips, you haven't been paying attention.)

While checking tide information and making preparations for this coming spring's flounder fishing, I came across a notation I'd made at the conclusion of a previous spring's flounder trip to Peconic Bay. At the end of my summation, I had scribbled in the phrase "Never say die"—no doubt as a reminder and future aid should the need ever arise.

As I sat at my desk, and with the prompting of these records spurring my thoughts, I recalled the reason for the notation. The record referred to a beautiful morning in early May some three years before. Unfortunately, as far as flounder were concerned, the trip was a bust. According to my notes there were but three average-sized flounder in the bucket, and that the net result of two hours' fishing. (You can see old Matt is far from a hotshot fisherman.)

Those records also showed I certainly had had every reason to expect much better fishing. The week before from the same general area, 19 flounder averaging well over a pound had fallen victim to my choice sandworms.

But that had been the previous week, and that week the sea robins were conspicuous by their absence; on this particular day, however, they were conspicuous by their presence. I can still recall the disgust I felt as I sacrificed my choice sandworms to dozens of the most monstrous sea robins I'd ever seen. To say I was discouraged and exasperated is to put it mildly.



Persistence paid off in the form of this nice fluke.

It was still morning—far too early in the day to quit. I made up my mind that to avoid doing so, I would try anything. I remember deciding to give it the old college try; this time near the entrance to Shinnecock Canal.

I figured this was my last choice. I had already fished my favorite spot near Robins Island, the area which had faithfully produced my three flounder just minutes before the sea robins had taken over. From there I had made tentative sorties off Cow Neck and Rose's Grove, all good flounder-producing spots. But all this availed me naught. Deep water, shallow water; it was all the same: sea robins galore.

And again I was doomed to disappointment. If anything, the sea robins were thicker at the Canal entrance. The flounder just didn't have a chance at the bait. I knew of no other familiar spots.

I disliked the thought of pulling anchor and packing it in, but by no stretch of the imagination did I intend to spend the remainder of the day in aggravation. I roundly cursed the sea robins for their gluttony and decided to call it quits.

As I began to pack up, a sudden thought leaped into my fish-oriented brain: "What about the fluke?" It could be possible that with sea robins newly arrived, there might be some early fluke about. But where? It came to me then. Of course. Shinnecock Inlet. If fluke were anywhere, they'd be there.

No need to use one of my flounder for bait, not with all those sea robins down there. I re-baited and sent the rig to the bottom where it immediately fell victim to two sea robins.

With hope soaring, I whipped the engine to life, snaked in the anchor line and in minutes, was on my way through the Canal to Shinnecock Bay.

I'd need a fluke rig. I pawed through my tackle bag and came up with one of last year's brainstorms: a simple thing consisting of three feet of 20 pound test leader material snelled to a 5/0 Sproat hook. Good. No fancy stuff for me. Keep it plain; forget the frills; and catch fish. My motto—over a half-century old.

Coming abreast of Bradley's old fishing station, and with the first flush of impatience urging me to begin fishing, I toyed with temptation. I had caught fluke in this area on many occasions. Should I try it? I decided

against it. The inlet was the place for those possible early fluke, not inside the bay. If necessary, I could always back-track. I continued on.

Out in the open bay, I allowed the skiff to drift while I took time out to prepare the bait. Carefully grasping a sea robin by the head, I made a cut at the vent, stopping at the backbone. I sliced along this to the tail, and lifted off a slab of firm, gray-white meat. I did the same on the other side; in thirty seconds I had two pieces of what many fishermen consider the best fluke bait known.

Slicing these two pieces into tapered halves, I had four baits. Using one of the slices having the whitest skin, I ran the hook through its widest end. The skin was tough, the meat limber—a combination hard to beat. Any fluke stealing that bait would have to be one smart cookie.

Nearing the inlet, I slowed and planned my strategy. In the distance, close to the inlet's east bank, a cluster of angler-laden skiffs rode at anchor. Flounder fishermen. I hoped they were having better luck here in Shinnecock than I had in Peconic.

A hundred feet out from the piers and wharves sheltering the commercial trawlers, I placed the skiff across the current and began my first drift, jigging with one foot lifts as I went along.

I like a medium-weight spinning outfit when fluke fishing inshore waters, but at the moment there was no choice. I had to make do with a light flounder outfit. The ten pound mono was okay and I could get by with a four-ounce bank sinker, even if it did put an unholy set in the light tip.

I completed the first drift to the inlet's entrance with not one sign of a fluke—not even a sea robin.

I consoled myself with the thought that perhaps I was out too far from shore. The next drift I would try a little closer, where quite possibly the water might be a smidgeon warmer. I ran back to my starting point and began the second drift, this time about 50 feet closer to the piers. The sea robin strip must have landed alongside my first fluke of the season: a throwback, possibly 13 inches long. But a fluke, Encouragement.

It was then that I realized I had no net. Who brings a net when flounder fishing? Fluke fishermen have been telling me for years that when such predicaments happen, that's the time an outsized fluke comes along. It's like an omen, they say. Maybe so; but I didn't catch an outsized fluke that day. I did catch seven fluke in three hours, though; plus several throwbacks. My record book tells me these fluke were from 1½ to 2½ pounds. Not bad at all.

All these fluke were caught close to shore in approximately 10 feet of water. Just before dead low tide, I tried a few casts close to some spilings; it was from here I took the two largest fish. It was evident these fluke had been feeding on the bergalls which abound in this area.

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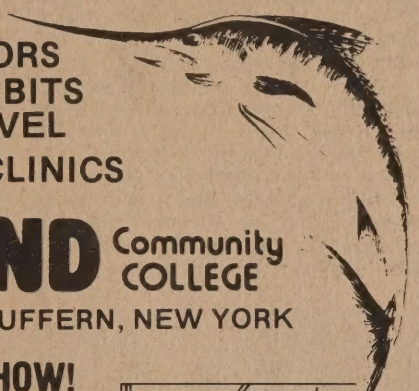

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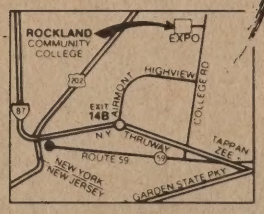


EASY TO REACH: Take NY Thruway (I-87) to Exit 14B (Airmont Road) Exit 14B only 10 minute drive NW of Tappan Zee on Thruway

As I relive this experience in my mind, I realized I had nearly committed the cardinal sin of many fishermen. We tend to give up too soon when the fishing turns sour. We've all done it—and many of us will do it again. Human nature, and all that.

I'll admit that if those early-run fluke hadn't been available, I'd have had a poor day—and I came within a hair of doing so. Nevertheless, the fact remains: we fishermen do become discouraged too soon. If you doubt this, recall how often you've had a brother fisherman tell you: "...the fish started to bite right after you left."

Now, I don't wish to sound preachy, but I believe for a fisherman to be successful most times, he must be well versed in all aspects of his chosen sport. Not only should he be as knowledgeable as possible, but when he does run into an off day, it is advantageous to put that knowledge to use. Not only that, he must possess the determination not to give up. At least not until every avenue leading to the remotest possibility of putting fish in the bucket has been thoroughly explored.

All this, of course, boils down to the old saying: "Never say die," which is so aptly put and so seldom applied. Are you going to apply it this season? You're foolish if you don't. And good fishermen are never foolish. That's what makes them good fishermen.

RIGGING WITH "WORRY BEADS"

by Dick Mermon

The addition of gaudy colored beads to standard rigs is adding to the success of many anglers.

In the heyday of the 1960s, the "Flower People" offered many new ideas to the restless world in the form of peace, love, music, tambourines, beards and beads. The latter was symbolic of their life-style, but has since become a valuable fishing tool. These tiny little glass, or plastic globules known as "worry beads," now decorate the rigs of many anglers fishing for a wide assortment of salt-water species.

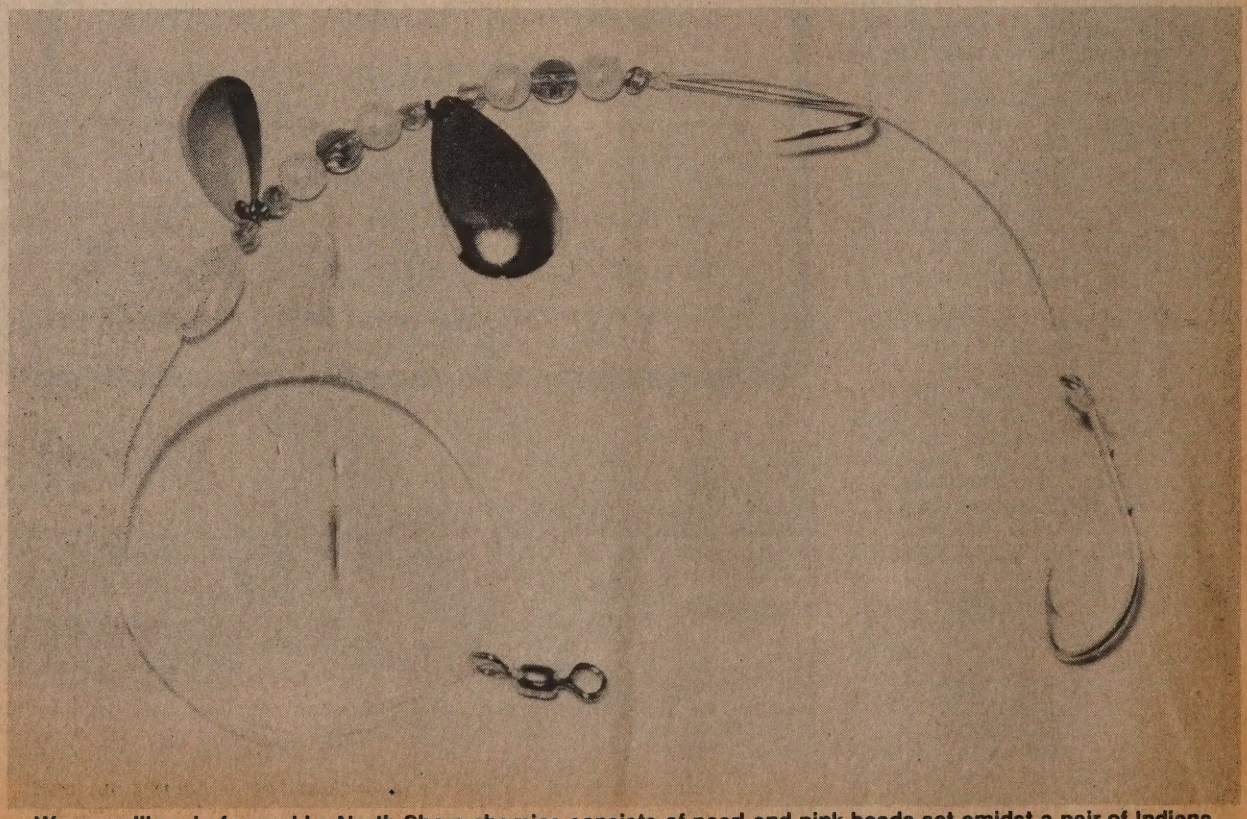
My first encounter with a "worry bead rig" came in the form of several pearl colored sphericals while fishing for striped bass on Long Island's north shore. George Valentine, proprietor of Four Winds Tackle Shop in Huntington Station and a devotee of worm trolling for stripers, took advantage of the beads, especially pearl, by combining them with two spinner blades and a tandem hook setup. The beads gave the lure a magnetic color, along with separating the blades from the hooks. George believed that different hued beads were required for different stretches of shore line. He claimed the bass preferred certain colors in those areas due to varying light conditions and water coloration.

Although we caught bass each time out on various exaggerated bead rigs, I was still not totally convinced about the added attractors until several years later. George, in his own likeable manner of tormenting someone without truly offending the person, offered me a new rig for flounder that sustained two hooks attached together but on separate leaders. Above each hook's eye, the leader passed through two bright yellow beads resembling a kernal of corn, spaced by a one inch section of yellow plastic tubing.

"George," I asked sharply, then, after pausing for a moment, "are you going into the flounder worry bead business with that rig, or just trying to play games?" But as always, he knew something that I did not.

"Take it," he said, "and you'll outfish everybody in the boat. It really works," commenting with a silly looking grin on his face, knowing that the rig had already proven itself several times before.

Two days later, George's "beaded wonder rig" was put to the test against two other anglers and their standard flounder rigs. When they spotted the synthetic droplets above the hooks, each merely looked at one another and shrugged it off with as



Worm trolling rig favored by North Shore sharpies consists of pearl and pink beads set amidst a pair of Indiana spinner blades.

much skepticism as I had. The bizarre result was that this outfit caught more flounder and larger ones than their unornamented rigs.

This episode convinced me that supplementary beads, especially the bright yellow variety, had their place. Since we were baiting with bank mussels, which are yellowish in color and chumming with crushed mussels and sea clams, also yellow in tone, the beads likely enticed flounder to seek out my offering faster than the other anglers' offerings.

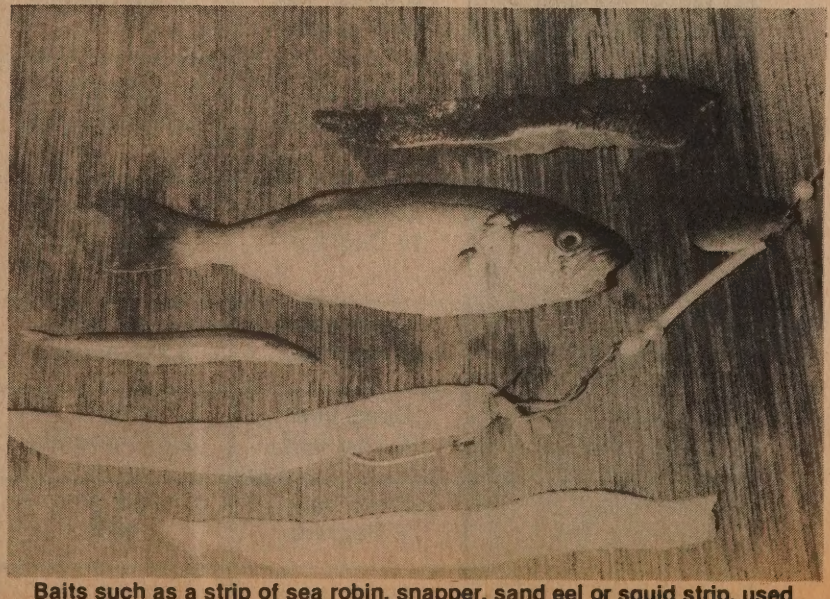
In bygone days, a simple piece of worm, clam, or mussel was used to fool winter flounder. Natural was the way to go, which is still the way it remains with some fishermen to this very day. Still, it has been found that winter flounder can be decoyed with tiny colorful objects such as corn kernals, rice, or pulverized hard shell clams. Hence, they are possibly stimulated into striking a baited hook which contains brilliantly pigmented beads more readily.

One fact is for certain and that is that flatfish such as summer flounder (fluke) and winter flounder can be seduced by the addition of colorful beads fastened ahead of a bait. Lou Rosado, who fishes the Montauk area for oversized fluke has been especially successful in recent years due to the use of his own variation of a worry bead rig. Lou's theory consists of placing several small, pearl-toned beads, the size of a fingernail ahead of a tiny tube and the bait, which is most often a strip of squid. When the squid muster onto Montauk's shoals, they are there laden with eggs. Fluke, in their mannerism of feeding and aware of just how protective squid are of their eggs, assault Lou's baited rig aggressively, thinking they are eggs as well as parent. Using an Indiana spinner blade to give flash and vibration, the beads represent squid eggs and the natural bait strip radiates odor.

At one time the trolling feather (called the Japanese Feather in the past) was the lure for big game anglers. It had a chromed lead-head, big pink, or pearl eyes and long hackle feathers of various colors and shades. A standard lure that had no charisma or pizzazz, yet it caught fish and only because it was the lure of the time and no fisherman had the imagination to change it. Today, trolling lures which decoy tuna, marlin, dolphin and other gamesters contain a string of multi-colored beads threaded onto the leader behind the head, giving off a rainbow flash from within soft plastic skirts. Beads are even being used in front of long tubes designed for trolling striped bass, bluefish and weakfish and are adding to their effectiveness.

Sometimes all that it takes to make the difference between success of a bait or lure is a bead or two, as in the case of a flounder rig. Therefore, why not stop worrying as to the reason for being fishless and put the worry where it will do the most good.

Winter flounder are enticed by the bright beads and small section of tubing.



Baits such as a strip of sea robin, snapper, sand eel or squid strip, used in conjunction with the bead, tube and spinner blade rig pictured, account for many fine fluke scores.

CHOOSING A TRAIL
OFFSHORE BOA

Part Two—*by J.N. Raguso*

This topic brings to mind a second old Chinese proverb: "He who goes offshore with only one engine is looking for trouble, and will someday find it!" Even though the reliability and state-of-the-art technology built into modern outboards is at its zenith, you don't want to be 35 to 40 miles off the beach somewhere, dead in the water, cursing the lineage of some assembly-line worker because he had a bad Monday morning when he put together your powerplant. No matter how good the manufacturer's catalog claims the engine to be, if your solo power source malfunctions, it's a long way back to the ranch. The only logical choice for the prudent angler is

BOAT MODEL	HULL TYPE	LENGTH/WEIGHT	ENGINE/HP (optimum)	FUEL TANK
MAKO 228 Cuddy	Deep Vee 21 Degrees	22' 7" 2,500 pounds	Evinrude 185HP	122 gallons
MAKO 258 Cuddy	Deep Vee 24 Degrees	25' 6" 3,200 pounds	Evinrude 235HP	151 gallons optional 50
SEA OX 230C Walkaround	Tapered Vee 14 Degrees	22' 7" 2,800 pounds	Johnson 185HP	115 gallons
GRADY-WHITE 240 Offshore (Walkaround)	Double Deadrise Vee 20/16 Degrees	24' 1" 2,900 pounds	Evinrude 235HP	93 gallons optional 55
SEACRAFT 23C (Cuddy)	Variable Deadrise Vee 20 Degrees	23' 4" 3,300 pounds	Mercury 200HP	144 gallons
AQUASPORT 250C (Walkaround)	Deep Vee 19 Degrees	24' 8" 2,900 pounds	Mercury 200HP	120 gallons
WHALER 22' Revenge (Cuddy)	Deep Vee 18 Degrees	22' 3" 2,350 pounds	Evinrude 185HP	70 gallons
TIARA 250 (Cuddy O/B)	Deep Vee 18 Degrees	24' 6" 3,200 pounds	Mercury 200HP	86 gallons optional 37
PROLINE (Walkaround)	Deep Vee 18 Degrees	23' 2,470 pounds	Mercury 200HP	90 gallons
SPORTCRAFT (Walkaround)	Deep Vee 18 Degrees	24' 2" N/A	Johnson 185HP	120 gallons
CRUISERS SEA DEVIL	Deep Vee	22' 2,650 pounds	OMC 26 Litre Sea Drive	112 gallons

RABLE T

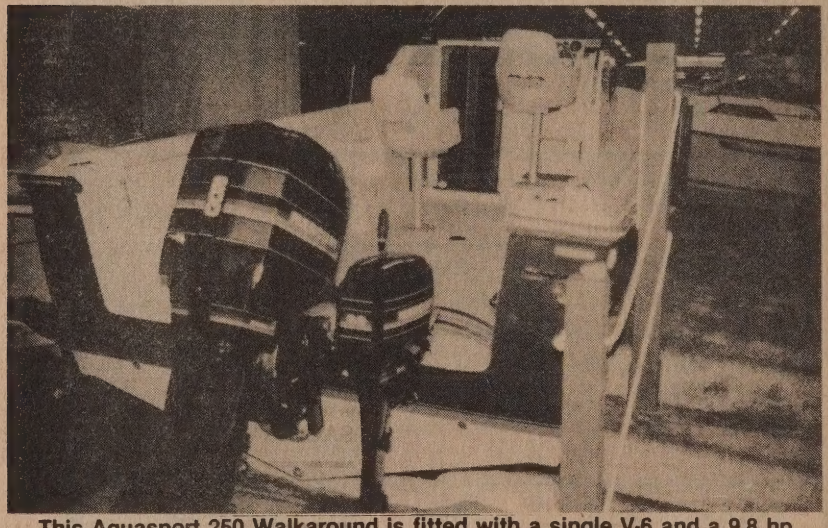
o have twins, and I'm not talking abies. The following are some onsiderations you'll have to entertain o decide what's best for you.

Twin power for our class of boats an come in one of two forms. Either one large single V-6 with a small auxiliary, or twin V-4s or small twin V-6s. A strong case can be made for each choice. Option #1 is the most economical way to go, from the standpoint of initial purchase, maintenance and everyday operation. The potential down-side is that if the big V-6 mill "takes the day off," the smaller auxiliary will provide a slower and more time consuming retreat at a displacement hull speed. Depending on where you've broken down and when this happens, it could spell a compromising situation for you and your crew. If this is your bottom line selection for a twin setup, be sure that you get a "side-kicker" of at least 20 hp, no matter what you hear elsewhere. Most of the fishing boats in this 22 to 25 foot range will be pushing at least 4,500 pounds when fully loaded with fuel, motors, passengers and gear. These are primarily planing hulls and are "balky" at less than planing speeds, so you'll need a little bit of extra power to keep the hull moving in the right direction. The 7.5s, 9.9s and 15 hp engines might be fine for the bay on a calm day, but if you're in a big offshore heave, you'll have difficulty making any significant headway with one of these midgets. The larger 20, 25 and 35 hp motors add only slightly more weight, but possess a welcome increase in piston displacement, power and the ability to maintain a steady 5 to 7 knots in a decent seaway. Just remember to get the largest blade, smallest pitch prop available that will keep your motor in its recommended RPM range. This will

(Continued on next page.)

H BOXES/ IT WELLS proximate)	COCKPIT LENGTH & INTERIOR FREEBOARD AFT	BUNK LENGTH & CABIN HEADROOM	FLOATATION	COST (with tank prep and motor)
2-70 qt. ea. 20 gal.	11' 11" 22"	Double Bunks 6½' 58"	Basic	$23,000.
2-130 qt. ea. 28 gal.	13' 11" 22"	Double Bunks 6½' 61"	Basic	$27,000.
2-70 qt. ea. none	11' 2" 24"	Double Bunks 6½' 55"	Basic	$18,500.
2-190 & 90 qt. 95) qt. ea. 45 qt. (opt. 95)	13' 2" 29½"	Double Bunks 6½' 69"	Basic	$22,800.
2-140 qt. ea. 20 gal.	12' 6" 24"	Double Bunks 6' 50"	Basic	$26,500.
2-65 qt. ea. none	11' 29"	Double Bunks 6'2" 61"	Level	$24,000.
1-125 qt. none	11' 19½"	Double Bunks 6' 51"	Level	$23,000.
3-100 qt. ea. none	11' 26"	Double Bunks 6½' N/A	Basic	$23,000.
2-90 qt. ea. none	N/A	N/A	Basic	$15,500.
2-60 qt. 1-80 qt. none	N/A	N/A	Basic	$20,000.
2-125 qt. ea. 28 gal.	N/A	N/A 52"	Level	$26,000.

Aquasport 250 Walkaround provides 360 degrees of unobstructed fishing space. The level flotation, sink, table, and ice box make it attractive as a family boat as well.



This Aquasport 250 Walkaround is fitted with a single V-6 and a 9.8 hp auxiliary. The small outboard would probably have difficulty maintaining headway in strong winds or headseas.

Author's power combo consists of a single V-6 and 25 hp auxiliary. Note transom bracket is positioned to keep the "kicker" high and dry when not in use.

allow the engine to work easy and get the torque you need to achieve a respectable clip of speed.

Option #2 is the more expensive approach, but to many it provides an extra margin of comfort. The trick is to get a dual engine setup where, if one motor fails, the other will be able to plane the boat with a full load. If not, a V-4 wailing out at just under planing speed is a classical example of going nowhere fast, and will consume inordinate amounts of fuel in the process. This is a tough request and normally requires the boat operator to carry a spare prop of lower pitch. In theory, reducing pitch enables the one powermill to achieve its most effective RPM operating range, sort of like shifting to a lower gear to move a heavier load more easily. The problem with this "fall-back position" is that someone must be elected to make a propeller change "in the field"—not the easiest thing to do while bobbing helplessly in four to six foot offshore swells. Trim tabs would help here, but read Pete Barrett's article on how (referred to in Part I).

In any event, whatever form of twin power you select, make sure that the electrical systems are independent of each other. This assures you that if one self-destructs, the other should be operative and could possibly revive its sick counterpart. My 23 foot walk-around cuddy has a single V-6 outboard as its main power supply and a 25 hp auxiliary. With the 25 in operation, the boat will travel through four to six foot seas at an honest six knots at about 80 percent throttle. It has a pull start, long shaft, sits on a special 40 hp double bracket setup and also has a 5 AMP alternator kit added on to charge up the batteries should the big motor somehow drain them of energy. I've only had to use it once or twice, but it was a lifesaver.

And now for the part you've all been waiting for—what boats in the current market possess some or all of the aforementioned qualities and represent an intelligent purchase decision for a downsized offshore fishing boat?

It's safe to say that companies like Grady-White, Mako, Aquasport and Boston Whaler have survived for 20 years in the boating industry by building quality merchandise with a continuing consumer appeal. The detail and finishing work on these craft are excellent and well worth the higher initial cost. Most have candidates that fit the criteria we've established for the ideal offshore fishing boat. If the variable vee/double deadrise hull is your cup of tea, the Grady-White 240 Offshore is a fine example. It gets high grades for its huge 13 foot long cockpit, 30 inch freeboard, 370 quarts of insulated overboard drained fishboxes (with optional 95 qt.), 148 gal. fuel capacity and a combination 20/16 degrees deadrise hull design. Its walkaround cuddy also lets you use every inch of space and the cabin sports twin 6½

foot bunks with plenty of stowage below. Priced out at about $23,000 with optional auxiliary fuel tank and a 235 hp OMC motor, it is a reasonable sum for a high quality product. If your tastes are more towards a strict, no-nonsense deep-V hull that will let you eat up most sea conditions with ease, the Mako 228 and 258 series of cuddy cabins could be just what you're looking for. Their 210 and 24 degree deadrise hulls are true deep Vs and both have cavernous cockpits. The 258s were the largest of the test group at almost 14 feet of useable cockpit length. Both have roomy cabins with 6½ foot twin bunks. Fishbox capacity is respectable and each has a large live well below decks. The fuel capacity on the 258 is 151 gal., plus an optional 50 for a whopping 201 gal. total! The 228 priced out around $23,000 with an OMC 185 hp V-6 and the 258 at around $27,000 with an OMC 235 hp V-6.

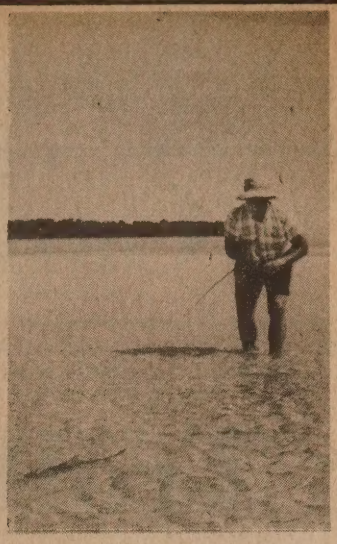
For the offshore clan that's looking for a good sea boat with some built-in cabin conveniences, the Aquasport 250 Walkaround Cuddy is one to consider. It was one of the few test boats to have level flotation and its 19 degree deadrise deep-V hull is capable in most sea conditions. The 120 gal. fuel tank provides adequate range, and the cabin features a small kitchen complete with table, sink and ice box that will please many a fisherman's wife. Decked out with a 200 hp Merc it should go for about $24,000.

Finally, one of the sleepers in this test group could come from a relatively new company from North Carolina. The Sea Ox 230C has been around now for about five to six years and has established a growing niche of loyal followers in the lower price range. Its 115 gal. fuel capacity, below-deck fishboxes, walkaround cuddy and intelligent layout will appeal to many anglers. Priced at about $18,500 with a Merc 150 prop-shaft horsepower motor, it's an affordable alternative to the finer detailed, higher priced boats.

Don't misinterpret these recommendations as the final say in choosing an offshore hull. They are presented merely to establish reference points for quality construction, safety and the lasting value of a good investment. If you would like a copy of the matrix we've used in compiling all of our statistics and specifications, send a stamped, self-addressed envelope to The Fisherman and we'll send it along to you. Take a test ride or two on your prospective "dream boat," or better yet, go out with a friend a few times who might own a similar model craft. You can't be too sure about this important purchase decision, so it's a good bet to test drive it under varying weather conditions, especially in the offshore arena where it will see the most action. Good luck with your selection process and remember: you are the **ultimate** consumer and must buy what's best for you.

A Special Selection from the Fisherman Library

Contemplating a trip South to challenge the ghostly bonefish, acrobatic tarpon, or the elusive permit?



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By Mark Sosin and Lefty Kreh

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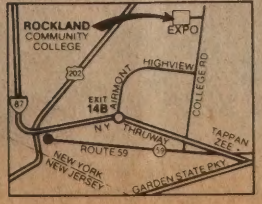

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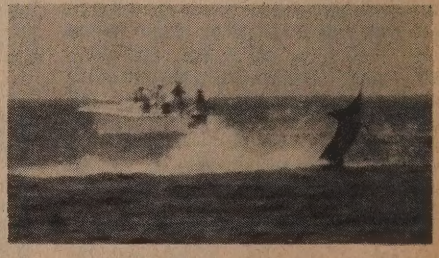

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RIGGER'S CHOICE

Part Two—*by Pete Barrett*

Nicknamed the "Pro Rig," snelling a mono leader with double hooks guarantees more hook-ups.

Frank Johnson is generally credited with popularizing the tandem hook snell rig for offshore fishing. Frank developed the method after years of fishing experience and extensive talks with charter skippers along the Gulf and Florida coasts who used the method. His Mold Craft Soft Head Lures are available in the Pro Rig system and so are several other manufacturers like Bagleys Head Knockers and the Ultimate Jr. Lures.

Any lure, no matter the brand name, can be adapted to this rigging method and after using this system for several years now, I'm convinced that it is one of the best ways to rig offshore lures. In 1983, I fished all my lures with the tandem snell and every fish boated had at least the front hook in the jaw; some had both hooks. No fish were lost to missed strikes. There were no leader or hook failures due to leader fatigue.

Any size lure from small bluefin tuna "mini machines" to giant marlin lures can be snell-tied. I use 80 to 125 pound mono on the small lures and 250 to 300 pound test for larger lures. The lighter mono is no effort to tie in a snell rig; however, the heavier pound tests require some practice.

You will find it dramatically easier to snell heavy mono in the summer because the mono is softer and limper with the higher air temperature. Try snelling in the cool of a winter basement where the air temperature may be as much as 20 to 30 degrees colder than it is in the summer and you will be surprised how tough the mono can be. A simple solution is to soak the mono leader spool in lukewarm water for about 15 minutes before you begin snelling the leaders. Don't use boiling water; 80 degrees is fine.

Tests on a spring scale show the snell breaking at 75 to 95 percent of the rated pound test of the leader. Sloppy snells fail at a lower breaking strength than neat snells. If your knot comes out looking crimped and bent out of shape—start over.

PRO RIG TANDEM SNELL

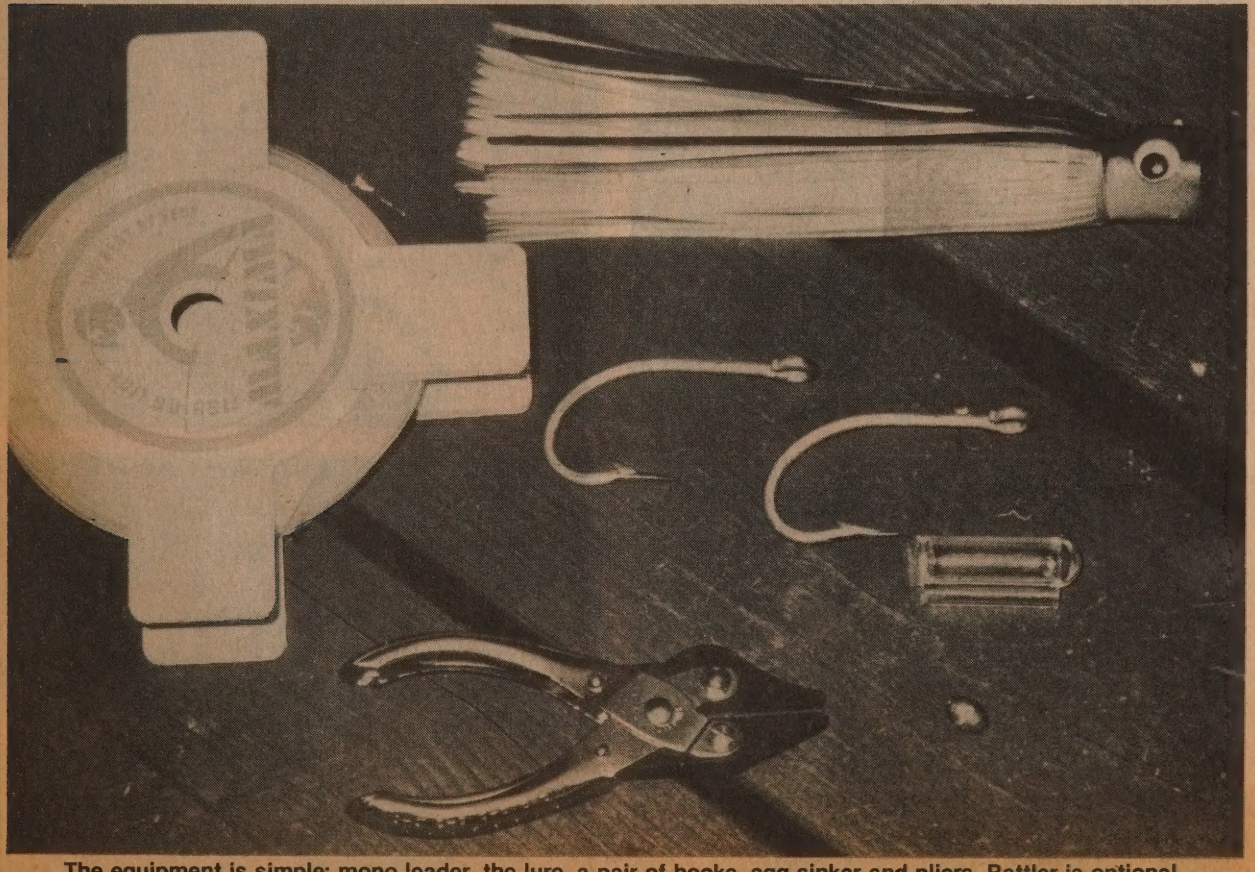
Photo One: Cut a length of leader slightly longer than you fish with. Lay the tag ends alongside the hook shank facing in opposite directions, forming a loop below the hook.

Photo Two: Hold the hook and the left side of the loop firmly with your fingers while wrapping the right side of the loop back around the hook and the ends of the leader.

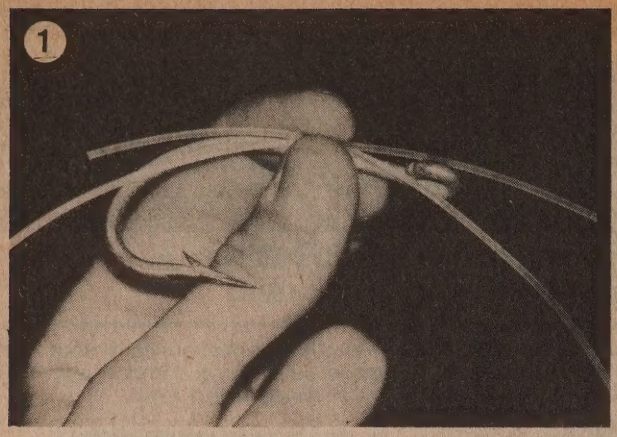
Photo Three: Make 7 to 9 wraps; pull the end of the leader through the snell wraps. Be careful as you pull the leader through the wraps to avoid any twists in the leader that can cause kinks in the line. Use the pliers only on the tag end of the leader.

Photo Four: Secure the snell tightly around the hook by pulling firmly on

(Continued on next page.)



The equipment is simple: mono leader, the lure, a pair of hooks, egg sinker and pliers. Rattler is optional.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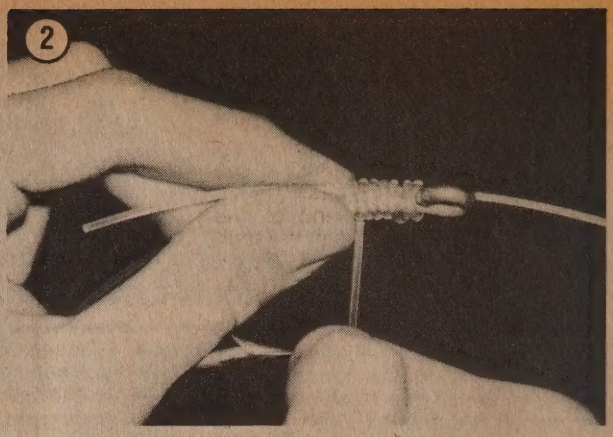
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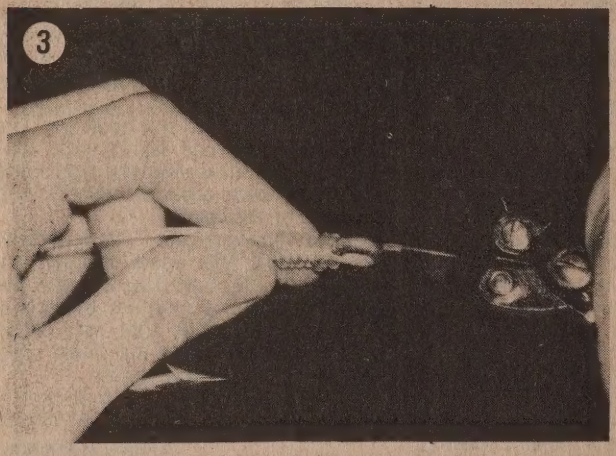
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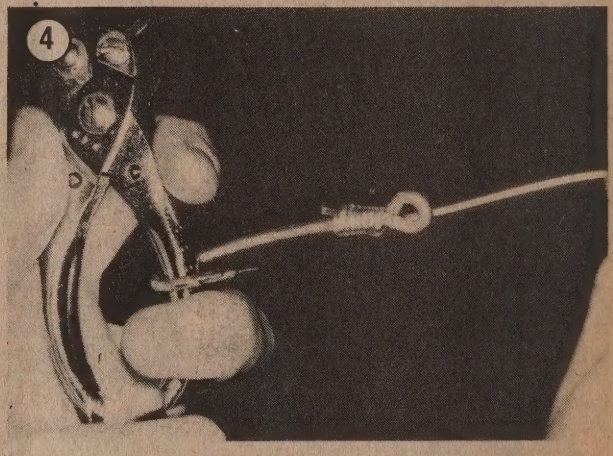
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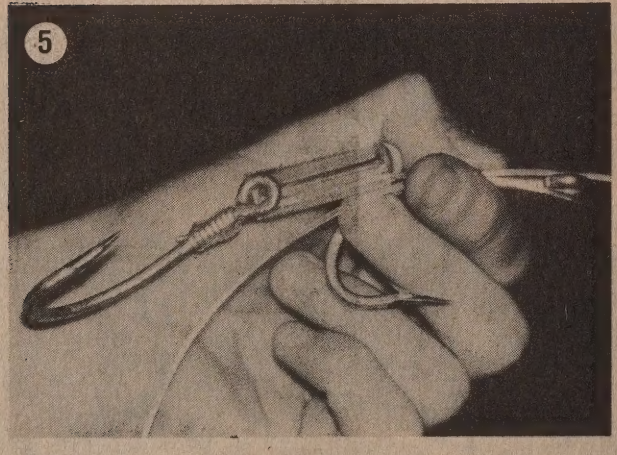
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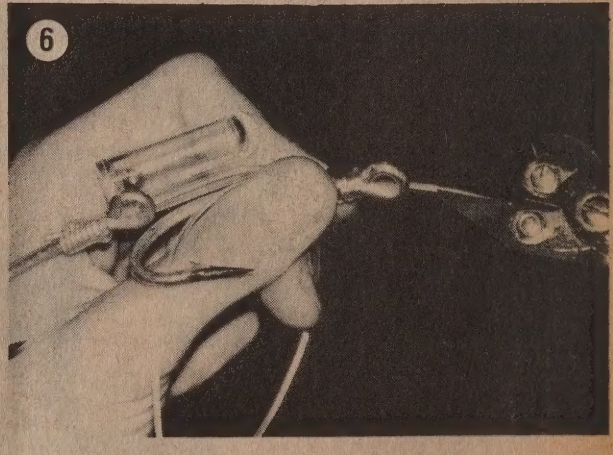
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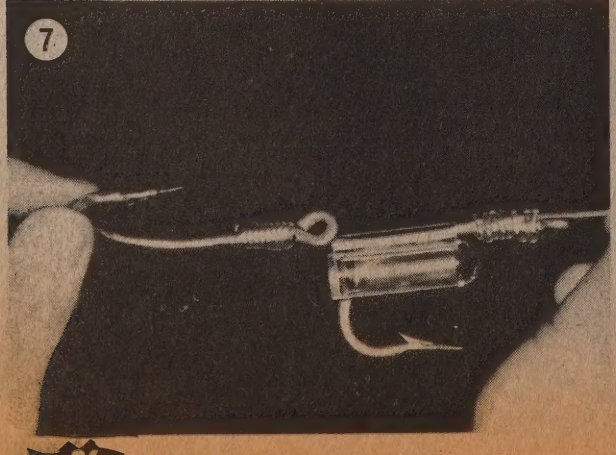
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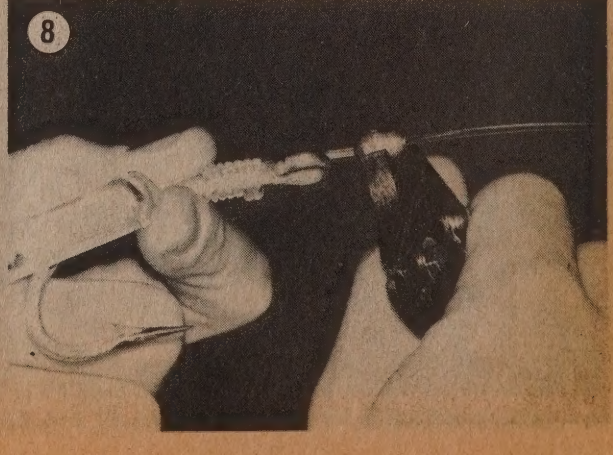
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the handles of the pliers. Trim the tail.

Photo Five: Lay the forward hook in front of the tail hook with the leader again forming a loop below. Note the installation of the optional "rattler" on the leader ahead of the tail hook.

Photo Six: Wrap the snell in the same manner as the tail hook, wrapping towards the bend of the hook. Pull the leader through the snell wraps, again avoiding kinks.

Photo Seven: Before seating the forward hook, position the hooks at 90°. Pull the snell on the forward hook tight after correctly positioning the angle of both hooks.

Photo Eight: Lay the Pro Rig next to the lure you will use, slide an egg sinker into position ahead of the snell rig. Crimp the sinker in place so it rides against the back of the lure maintaining proper position of the hooks and preventing the forward hook from bending outward.

FORMING THE END LOOP

Here's a simple way to form the offshore loop knot without the use of crimps, using instead of crimps the surgeon's knot. It is strong and durable, and requires no tools other than a pair of fishing pliers.

A small hook, like a coffee cup hook, mounted at the rigging station provides a handy "third hand" while drawing the surgeon's knot tight. Place the loop in the hook, then pull tight on the main leader with one hand, the pliers pulling on the tag end. A smooth-steady pull forms a neat knot.

Photo A: Form a loop about 15 inches from the end of the leader.

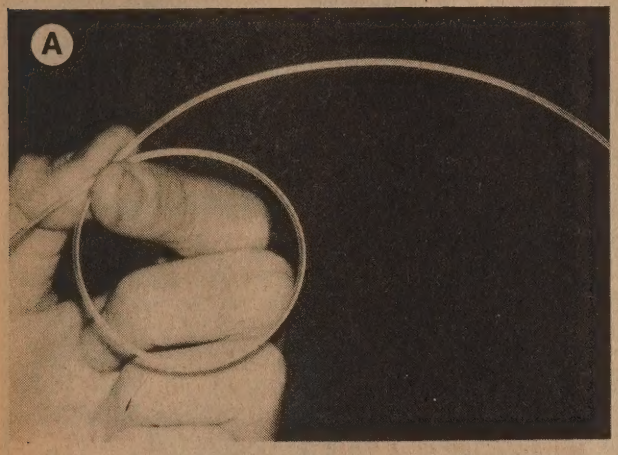
Photo B: Pass the tag end through the loop twice.

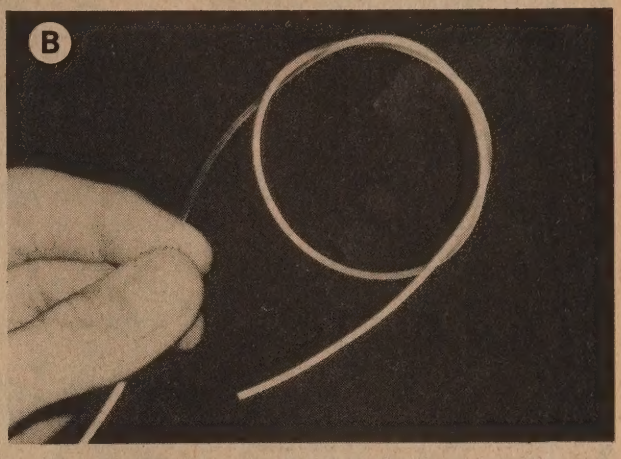
Photo C: Slide your fingers along the leader to form the small, neat offshore loop.

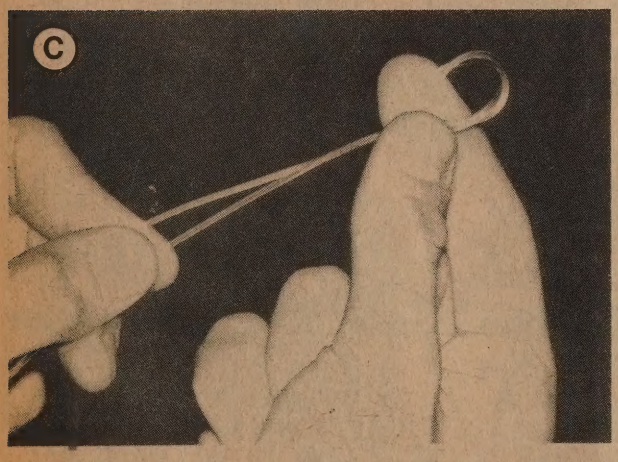
Photo D: Six to nine inches behind the loop, form a loop in the doubled leader.

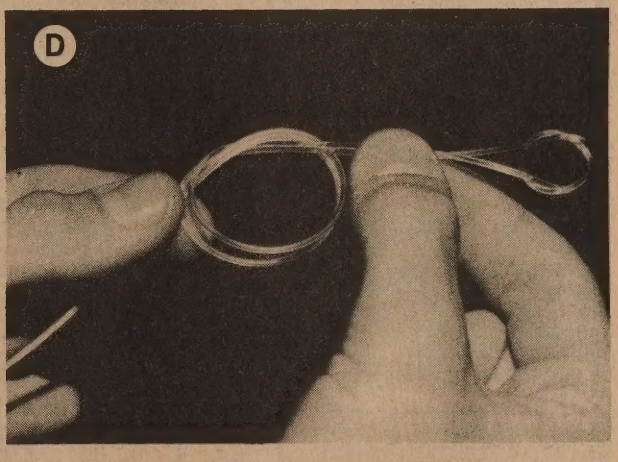
Photo E: Pass the end loop through this second loop twice to form the surgeon's knot.

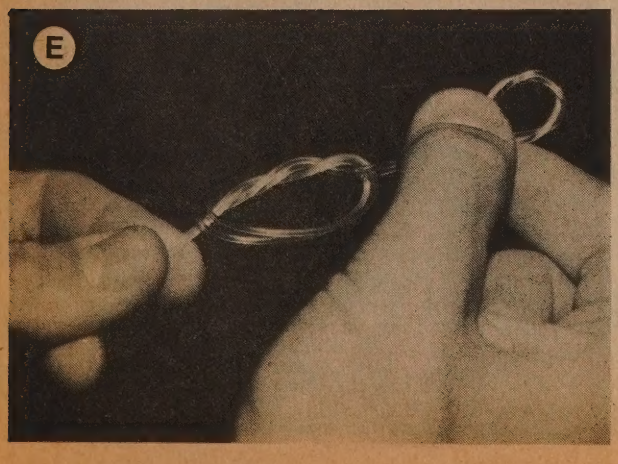
Photo F: Pull tight as described above. Trim the tag end.

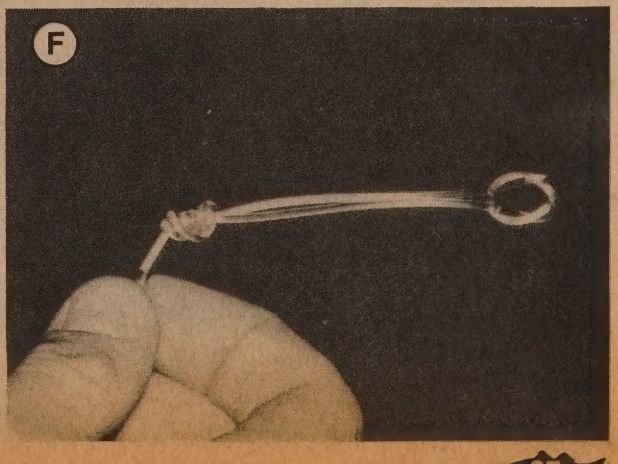










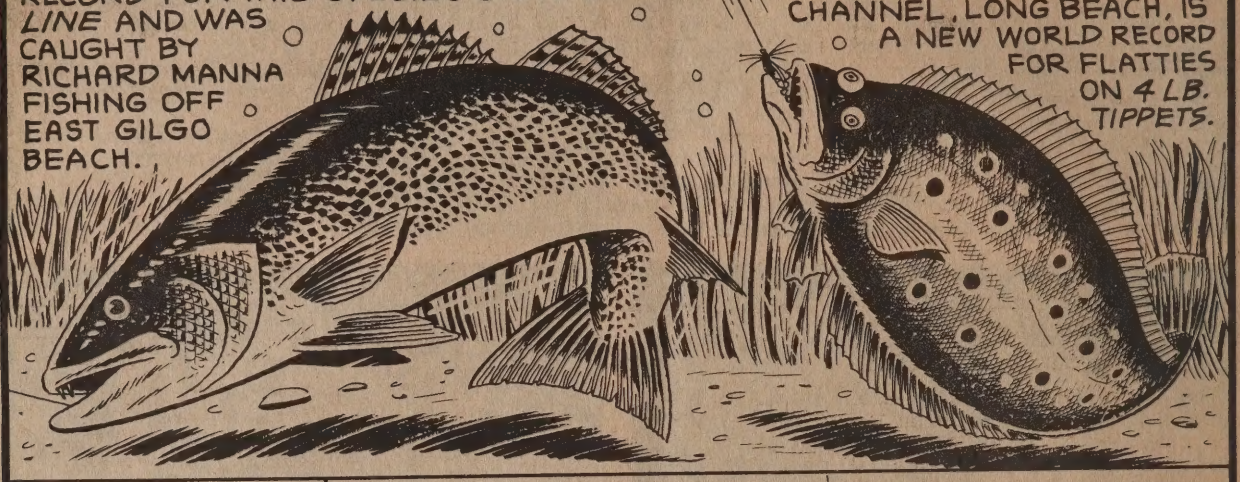


NEW LINE CLASS RECORDS

LONG ISLAND

A 16 LB. WEAKFISH IS A NEW WORLD RECORD FOR THIS SPECIES ON *16 LB. LINE* AND WAS CAUGHT BY RICHARD MANNA FISHING OFF EAST GILGO BEACH.

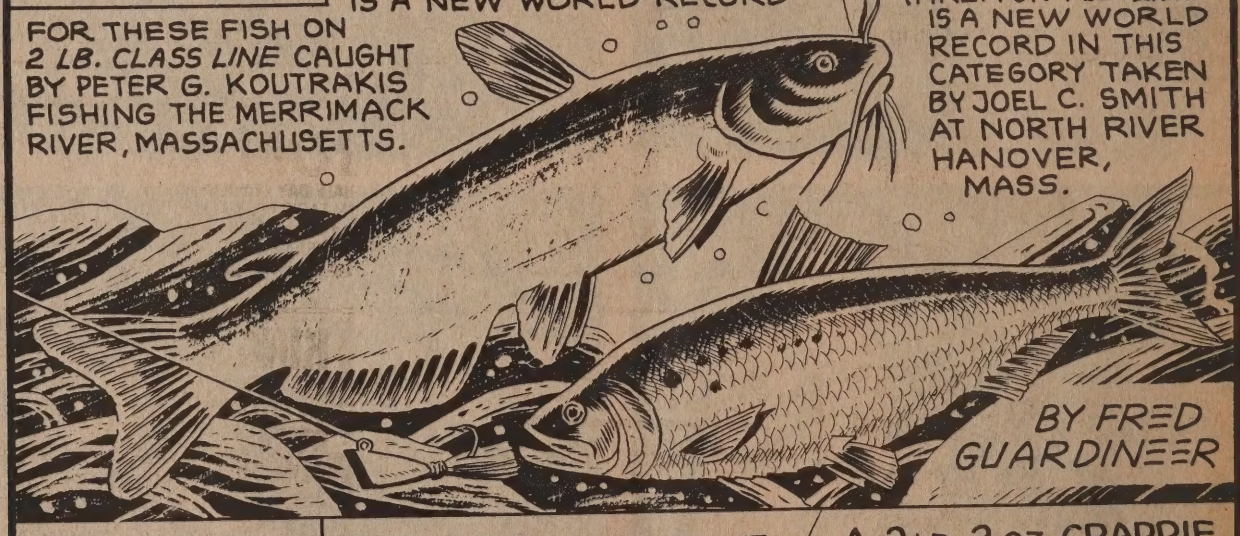
A 1 LB. 7 OZ. FLUKE CAUGHT ON A FLY BY ROBERT W. MUSCATO FISHING REYNOLDS CHANNEL, LONG BEACH, IS A NEW WORLD RECORD FOR FLATTIES ON *4 LB. TIPPETS.*



NEW ENGLAND

A 3 LB. 8 OZ. WHITE CATFISH IS A NEW WORLD RECORD FOR THESE FISH ON *2 LB. CLASS LINE* CAUGHT BY PETER G. KOUTRAKIS FISHING THE MERRIMACK RIVER, MASSACHUSETTS.

AN 8 LB. 1 OZ. SHAD TAKEN ON *4 LB. LINE* IS A NEW WORLD RECORD IN THIS CATEGORY TAKEN BY JOEL C. SMITH AT NORTH RIVER HANOVER, MASS.



BY FRED GUARDINEER

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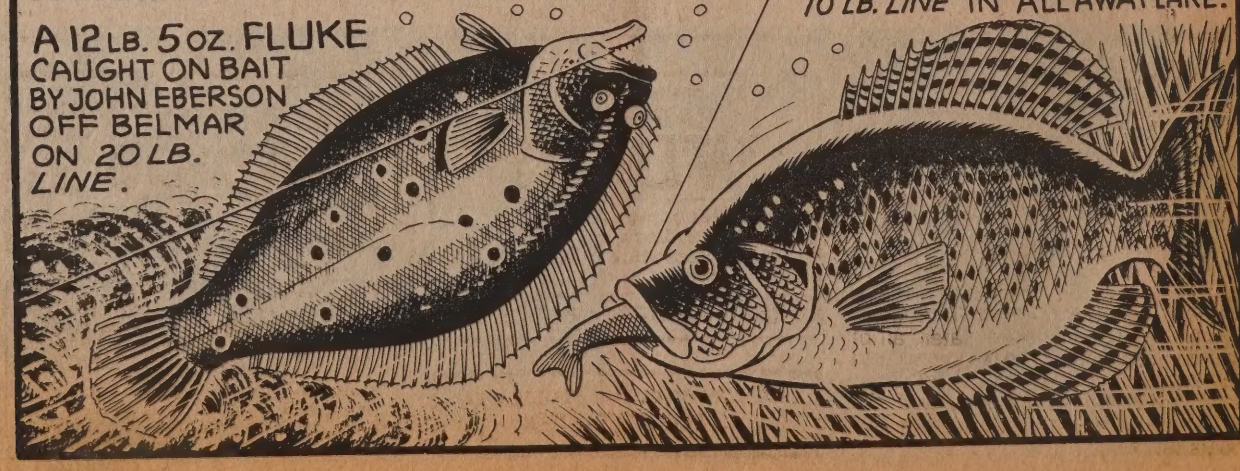
THESE GOOD ENTRIES DIDN'T BREAK ANY LINE RECORDS BUT DESERVE RECOGNITION FOR COMING CLOSE...

A 12 LB. 5 OZ. FLUKE CAUGHT ON BAIT BY JOHN EBERSON OFF BELMAR ON *20 LB. LINE.*

A 2 LB. 2 OZ. CRAPPIE ON A LIVE MINNOW BY JOSEPHINE LAGOCKI ON *10 LB. LINE* IN ALLAWAY LAKE.



East End REPORT
with Stu Miller

Codfishing slowed a bit this week at the Island's easternmost tip and with reports of scattered fish it is evident that the inshore grounds are now getting heavy doses of warmer water. There are still decent catches available, however, with every day capable of bringing new surprises.

MONTAUK

The Montauk Boatmen's Association which will have a booth at the Sportsmens Expo at Suffern, New York in early March will be holding a free raffle at the Show. The prize will be a free fishing trip on the **Viking Star** for 6 people, free lodging at the Shepherds Neck Inn overnight and on the second day a free shark trip on one of the MBA charter boats.

South Shore REPORT
with Fred Golofaro

Codfishing remained picky this week though a call from the **Capt. Joseph II** indicated a good showing of blackfish around the wrecks and mussel bottom lumps.

A call from Larry at **L&M Marine** in **Moriches** informed us flounder are being taken in truly solid numbers in Quogue Canal from buoy 54 to 7A. Lots of boats are working these waters and all are making good catches. Bob Manning of Sayville on a rental skiff had 46 fish by himself from 1 to 1½ lbs. with an equal number of midgets. L&M has 15 boats in the water, all of which were out on the weekend and call caught. Worms and mussel chum seem to be doing just fine and the Station is open with bait in stock and boats in.

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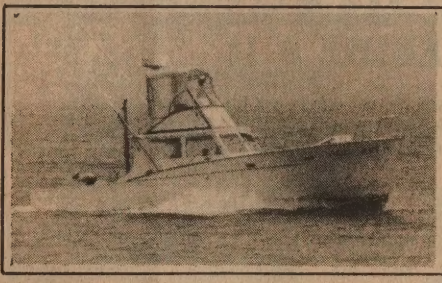

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West End REPORT
with Stu Miller

Codfishing was picky in this area as well, with the shots of warm water and slowing tides playing a part in the dropoff of action.

WEST END BAYS/ JONE'S INLET

From the **Starstream II** came word of 30 cod for 17 men Saturday including a 20 pound pool winner. Fish averaged 10 to 15 lbs. Seventeen cod was the total score for Sunday.

Aboard the **Capt. Al** we learned that Thursday and Friday's catches were fair. On Saturday's trip Mike Lonnergan of Astoria hoisted five cod. Another five went to Brooklyn angler Ramon Cartagena. Mel Goldman of Brooklyn returned again this week for another 5 cod. Action dropped off Sunday with the lack of a strong current. Action has been on both wrecks and open bottom.

LOW-FRICTION LINE GUIDES SPAWN ZERO-FRICTION REEL

The development of low-friction line guides, like Fuji® S.I.C. silicon-carbide guides, has spawned development of a new baitcasting reel by Daiwa. The reason is that silicon carbide guides reduce casting friction to where a rod's full casting potential can't be fully realized without a more friction-free reel.

The new S.I.C. guides are 12 times harder than stainless steel and almost twice as hard as aluminum oxide guides. They are diamond-polished to eliminate friction and heat build-up. And once they were developed, the weak link in the friction chain became the reel, more specifically the line guide on level-wind baitcasting reels, which in early level-winds traveled back and forth in a metal worm-track both when casting and retrieving. Friction was created by the pawl (line guide pin) moving through the grooved worm track and by the line brushing against the sides of the line guide.

Before Daiwa's remarkable new reel, considerable progress in reducing line-guide friction was made. The first breakthrough was the development of the "disengaging" line guide, which uncoupled from the gear system when the reel was placed in free spool. That eliminated friction and vibration resulting from the pawl traveling in the worm track. But it didn't eliminate friction caused by the outflowing line rubbing against the

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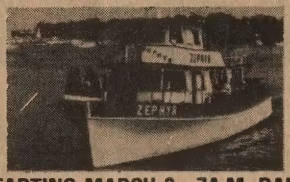

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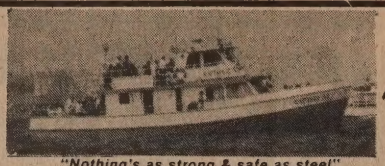

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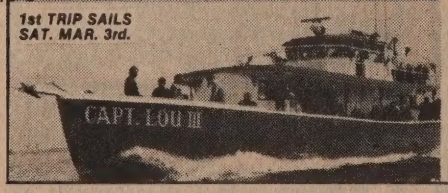

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line guide.

That problem wasn't solved completely until Daiwa introduced the new Procaster Tournament model PTA 33 reel. And how it completely eliminates line-guide-induced friction is little short of amazing.

Its effect on casting ease and distance are equally attention getting. Tests by Daiwa indicate distance increases as great as 10 percent, and a noticeable decrease in the amount of effort needed to cast lightweight (1/4 oz.) lure on lines as heavy as 17 lb. test.

The device that promises to greatly reduce casting fatigue and add distance to casts where it's needed is called a **Zero Friction** (TM) line guide (Pat. Pend.). It parts in two sections like a curtain when the free-spool autocast® clutch lever is depressed. The two line-guide sections come to rest at either end of the level-wind worm-track, completely out of the way during the cast. Once the cast is made and you start a retrieve, the line guide sections come together and guide the line levelly on the spool.

In addition to helping the reel cast freer and farther, the new device significantly reduces outcast noise created in three ways on less advanced baitcasting reels: by contact of the line with the line guide, by vibration of the level-wind device, and by outflowing line snapping against coils of line still on the spool.

But the benefits of the Zero Friction line guide don't end there. It further reduces the chances of backlash, even when the reel is equipped with a magnetic anti-backlash system, such as Daiwa's Magforce. This is because it eliminates the decrease in lure speed caused by cast line brushing against the line guide surfaces, thus slowing the flight of the lure to where the speed of the turning spool may exceed the rate at which the lure is pulling line from it.

In addition to the Zero Friction line guide, the new PTA 33 is loaded wtih other features that make it the most versatile reel around for the serious bass, walleye and freshwater striper fisherman. To begin with, it has a generous line capacity of 175 yards of 10 lb. test mono, yet because of its lightweight graphite frame, it weighs only 8.8 ounces, nearly two ounces lighter than all-metal-framed baitcasting reels of similar size.

One-handed casting is brought to a new state of the art in the PTA 33, with a device Daiwa calls Autocast. This is a thumb-activated lever that disengages the spool for casting when depressed and brings the thumb down to a comfortable position on the line for casting. It's equally suitable for use by both right- and left-handed casters.

Anglers using deep-running crankbaits and buzz-baits are certain to appreciate the extremely fast 5.36 to 1 retrieve ratio of the PTA 33. It's the fastest retrieve speed available on a leve-wind baitcasting reel.

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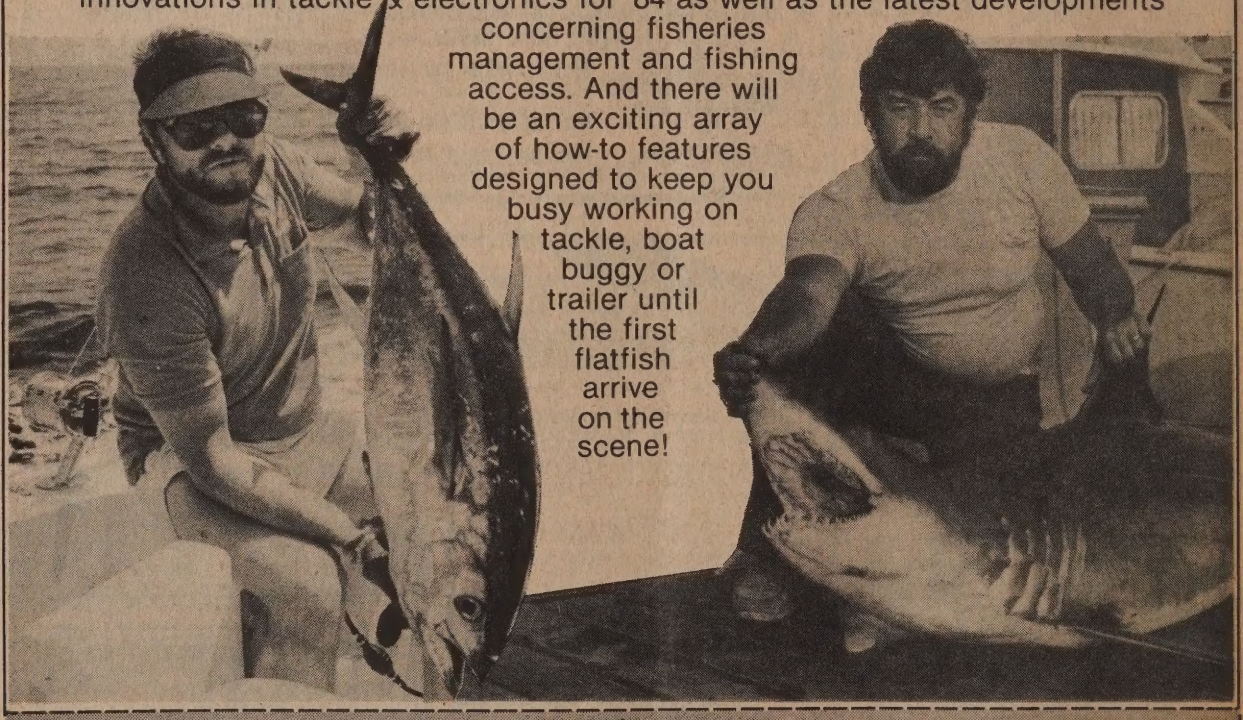

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steel ball bearings and a Titanium line guard shielding the worm track are touches added to assure smooth operation and long life. A selective anti-reverse switch permits backwinding the handle when a large fish is brought to the net.

Had the PTA 33 been introduced before the development of new smoother guides for rods, it might have been years ahead of its time. At this writing, it is the only reel made that lets one realize their full potential.

Ideal rod match-ups for the PTA 33 will be found in Daiwa's Procaster Boron Ultra Series, all of which are fitted with the new Fuji S.I.C. guides.

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Propeller engineers for OMC Accessories have developed a new high performance propeller for bass boats and other high speed hulls that they say will outperform other custom and after-market propellers.

"SST Raker" is a custom stainless steel-alloy propeller with a high polish finish, high rake blades, and other features that OMC says can take valuable seconds off acceleration time, make steering and turns easier, and boost top end speed dramatically.

"This is the propeller that will revolutionize the custom prop and after-market propeller business," said Jim Kedley, director of marketing for OMC Parts & Accessories. Kedley said ten different models of the SST Raker will be available and "SysteMatched" for three cylinder, V4 and V6 Johnson and Evinrude outboard motors, OMC Sea Drive, and 400/800 Series OMC Stern Drives.

The new OMC propeller gets its name from its high blade angle, or "rake," that allows higher transom mounting for less drag and full trim operation without ventilation and prop slippage. Three precision-drilled vent holes at the base of each blade actually provide controlled ventilation to boost RPM and horsepower on take-off, Kedley said.

The combination of high rake blades and blade tip cupping keep the bow up, even at reduced throttle, for better handling and more speed, he said.

The hub circumference and shape matches the contour of OMC gearcases and provides better high speed stability by minimizing "blowout" which can occur if exhaust gases get ahead of the gearcase.

"In addition to all of the speed advantages of SST Raker, high performance boaters will like its reduced-torque characteristics which make it easier to turn and steer, especially at high speeds," Kedley said.

For more information on the SST Raker and other OMC aluminum and SST props contact Jim Kedley, director of marketing, OMC Parts & Accessories, Waukegan, IL 60085.

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DUCK BOAT, 2-man. Glassed top & bottom. Complete w/decoys/oars/shoving stick, hay rail & hatch cover. Sharpie design, flat bottom. $625. 516-842-4557.

1968 BERTRAM Flybridge sportfish. Radar fish equip.
1968 Bertram Bahia Mar, tower, twin 225. Ready to go.
1955 34' Wood motor sailer
1979 21' Cruiser - I/O
1964 25' Trojan
1980 246ccc Aquasport
1979 21' MFG - I/O
1974 38' Chris Craft Sportfish, 555 Cummins
1970 38' Bertram Tower, Rybo chair, 2-853 GMs majored.
1981 32' Blackfin, turbo cats. Loaded.
1974 28 Luhrs Sedan, 225 Chrysler
1974 25 Chris Craft Tournament tower, twin 130
25' Bertram Hardtop twin I/O
1974 Sea Ray Weekender I/O
Call SEA JAC BROKERS, Jacksons Marina. 728-4220. Tom or Chris.

EVINRUDE

NEW 1983 EVINRUDES 1983
2-$305; 4-$498; 4.5-$600; 7.5-$730; 9.9-$930; 15-$1020; 25-$1220; 35-$1378; 50-$2100; 60-$2228; 70-$2400; 90-$2800; 115-$3100; 140-$3600; 150-$4300; 175-$4700; 235-$4900. ELECTRA MARINE, INC., 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. WI. 516-599-3003. We ship anywhere.

1983 17' GAMBLER Sportfisherman w/1983 80 hp Mercury EL O/B. New Cox galv. trailer. Full instruments. 40 hrs. Entire pkg-$7995. 516-673-9727.

1977/78 BOSTON WHALER 17' Montauk, w/80 hp Mercury, new tanks, seats, cooler, cables, batt., flasher, VHF, SS Prop. $6000 Firm. 516-766-0819.

Engines, 4 cyl-130 hp, for Chris, OMC, Mercruiser. Can be used for I/O. Rebuilt Sprin '82. Lo hrs, excl. cond. $1400 w/trans; $1150 N/Trans. Ask for Jim. Eves: 516-957-9531. M-F: 516-599-3363.

SHAMROCK KEEL DRIVE—20' & new 26' hardtop, gas or diesel; 3 models. Also Mako & Cruiser, Inc. Demo avail. SOUTH SHORE BOATS, 516-288-2400/728-0922.

JOHNSON Powered Aluminum boats. Duranautic or Lund; 16' w/1980 Johnson 15 hp O/B. 12 months limited warranty on motors W/new Calkins trailer-$2000. Complete. PORT OF EGYPT MARINE, Southold. 516-765-2445.

SAVE—SAVE—SAVE $1000 - 18' fiberglass Glasspar, cuddy cabin, 105 hp Chrysler, 25 hp Johnson-both elec. start. White line fish finder, CB, anchor, line, galv. Shoreline trlr., galv. rim & spare tire, elec. winch & more. If sold before March 31-$4000. Price after April 1-$5000. 8AM-5PM 516-935-1212, B&B Gallo Sportfisherman. After 6PM. 516-368-5538.

SACRIFICE
1970 Enterprise "Hurricane Model" 22' center console I/O Fiberglass fishing machine. New Merc Outdrive, new intermediate housing, 75 gal. built-in gas tank, in-deck fishbox, new canvas, new SS prop. Needs engine. Days: 212-945-0350; Eves: 516-887-2004.

50' PARTY BOAT: Licensed for 44 passengers & 2 crew. Flush deck, cabin above; 6-71 diesel, electronics. Must sell - quick! First $12,000 Takes it! 212-848-9161.

1982 AQUASPORT FF 22.2 235 Johnson Power tilt & trim, Bennett T/T, SST Prop, dual batt., full custom canvas; 2 built-in coolers, Horizon VHF, rod holders. Low hrs., like new cond. $16,000. 589-6061, 589-6749.

SEA OX 17'-23, CC & Walkarounds. Phoenix 27'-38'. Stamas 24'-32' cabins & walkarounds. Glassport 17'-20' Runabouts. Johnson motors, 2-235 hp. Most models in stock. You'll love our prices. Used by USCG—shouldn't you own one too? STEIN'S BOAT & MOTOR SALES, Sayville, NY. 516-567-3313.

1981 20' SEA OX center console, 1982-83 200 hp Johnson, Shoreline Trlr. Forward shelter, suntop, all canvas, VHF, CB, depth, dual batt, washdown, all gauges. Extras. Must sell. Asking $12,000. 516-427-6150.

NEW 1983 Chrysler 4 hp O/B. Used 4 times, weighs 35 lbs. Excl. cond. Car trunk motor, fuel econ. Asking $525. 212-465-4062.

AQUASPORT 17'-28'. MARINELAND—the small boat specialists. Bronx, 212-824-4000. Mattituck, 516-298-4020. Long Beach, 516-889-5000.

1982 MANNINO 24'x9' cuddy w/hard top. 1982 150 hp Mariner eng. Power trim; less than 200 hrs. Bilge pump, compass, Si-Tex graph recorder, 75 gals. fuel, dual batt., side curtains. All in excl. cond. Getting larger boat. $10,500. Jeff Hunter, 914-357-4379.

1982 45 hp. Chrysler O/B, elec. start, control arm. Immaculate. Used one season. $1200. Eves: 212-645-3314.

1980 140 hp Evinrude. Low hrs. Controls, harness, propr. Service manuals. Winterized. Original; very clean. $2100. 212-833-6286.

4-bolt, 427 Big Block Chevy FWC 72; 1.1 gear Mercruiser conversion. Complete motor rebuilt; A-1. $1400. Will consider small block Chevy in deal. Eves: 221-6675.

26' 0 MAC KENZIE Cuttyhunk 1975 220 hp Mercruiser. CB, recorder. Mint cond.; extras. Asking $7500. 516-467-6782.

1977 30' CHRIS CRAFT Sportfish; twin 350; 12' beam. Rigged for canyon; 385 gal. Many extras. In water at Moorings Marina, Pt. Pleasant, NJ. Just reduced to $45,900. John, 201-265-8625.

WANTED:
17' BOSTON Whaler. 764-1257.

1982 SEA RAY 245 cuddy Fisherman Walkaround, 260 Merc. I/O, dual batt., swim platform, full seating, chart recorder, VHF, Lee outriggers. Very lo hrs. Like new. Asking $17,900. 516-795-2606.

13' HOMEMADE Flat Bottom Wood boat, w/3½ Mariner O/B. Great for bay fishing & crabbing. Asking $500. Days: 212-945-0350. Eves: 516-887-2004.

45 CHARTER/Party Boat. Certified 1-40 + 2 passengers. 671 diesel, Si-Tex recorder, Radar, VHF, CB, flush deck, night lights. New CG hull inspection 10-83. Boat working now; must sell. $19,500 or Best Offer. 516-422-2326.

EVINRUDE® MAKO Grover built DIESEL CUSTOM DIESEL POWER
★ WHOLESALE ★ RETAIL ★ EXPORT ★ WHOLESALE ★ RETAIL
AL GROVER'S (516) 378-0510 AL GROVER'S (516) 378-0510 AL GROVER'S (516) 378-0510

SEA OX, 1983 230C walkaround cuddy w/Merc V-6 O/B. Only 80 hrs. Loaded; warranty. Immaculate. Priced to move. 516-499-2288.

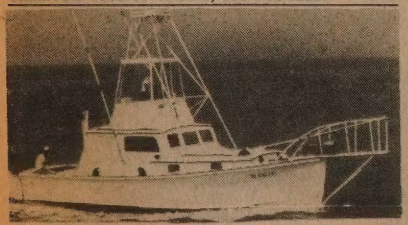
QUALITY GRADY WHITE BOATS:
1983 Grady White, 25' Trophy, Demo. Hard top/radio box; full hard-top canvas, H.T. rod holders, Porta-Potti, chain pipe, Binn control pkg, w/wiper, 4 flush r/h, outriggers & spreaders, anti-foul bottom, 2 batt. & batt. switch, fuel primer pump, tach, voltmeter, fuel & trim gauges, twin 1983 150 hp Johnson O/B, 223 gal. cap. Long range fishing machine-$36,795.
1982 Grady White Tournament, dual console; 22', 80 hrs. 170 hp OMC I/O, full N/T, night cover. Loaded-$17,595.
1977 Grady White 204-C, 20' 4" w/aro cuddy, twin 75 hp Johnson, new Canvas, "Cream Puff," full CG pkg., VHF-$11,950.
1983 Grady White Tarpon 19', dual console. Full canvas, VHF, CG pkg., 115 hp Johnson-10 hrs. Many extras. $14,500.
1983 Grady White Tournament, dual console, 170 Mod, "display model," 60 hp Johnson-new. Canvas, compass, lounge seat, swivel seat; 5 pass. cap. Flush r/h, horn, batt. Turn key & go-$9250. Ask about other horsepower options!
COME SEE our new 1984 Privateer, Volvo 125 hp I/O, FWC 21' 6"-8' 4" Beam. This is only place to go "Wen U-Wanna-Buy-A-Privateer.
1983 Privateer 18'. Demo. 60 hp Johnson, console, bench seat, deck hdwre, lights, flush r/h, bowrail, control pkg-binnacle. Incl. batt cables, etc. Deck tube-$5995.
1983 Privateer 16' center console, display model. Binn ctl. pkg, w/new 1983 35 hp Johnson-$5275.
See Our complete lines of DELL Quey:
1983 Dell Quey Dory 11' display model. Hardware, lights, console & steering, 25 hp Johnson-$3975.
1980 Chris Craft Scorpion Mod. 211, 21' boat & eng. Compl. recond., new canvas-$13,995.
1982 Renkin 21' cuddy. Sleeps 3; 140 hp I/O-$9750.
1976 Aristocraft 19' 120 hp OMC I/O. Always trailered-$3900.
1976 Marquis 19', 115 hp Johnson; canvas-$4000.
13' Dell Quey 1983 35 hp Johnson, swivel seats & benches. Full bow, custom spray hoo, rod holders. $43,000.
EDDIE'S MARINE SERVICE, 210 Beach 2 St., Far Rockaway, NY 11691. 212-327-3168.

STEIGER CRAFT 21' cuddy. Built on L.I. for L.I. waters." 16 Dory's, 18 & 21 center consoles. STRONG'S MARINELAND, Rt. 25, Mattituck. 298-4020.

'76 24' AQUASPORT center console, twin 1977 150 hp Mercs. Furuno white line recorder, VHF radio, oxygen tent. Full winter cover. Excl. cond. $9900. 516-766-3954.

1981 Evinrude 4.5 hp. Like new, used only 3 times. Less than 3 hrs. time $375. Eves: 212-738-2777.

GREAT CHARTER BOAT
47' 1970 Tiffany Sportfisherman twin 671 J.T. diesel 3.5 kw generator, depth sounders, VHF, CB, Loran C, outriggers, cockpit, tackle locker, fighting chairs. Much more. Asking $69,000. Come w/offer; call for other fine yachts. NAUTICAL SERVICE YACHT SALES, 305-848-6292.



34' SPORTFISHERMAN, custom wood hull, new twin 225 hp FWC. Fully equipped for offshore fishing; documented. Must sell. $14,000 Negotiable. 516-541-0124; 212-931-6113.

22' MAKO 200 hp Johnson, Si-Tex recorder, compass, outriggers, spray hood, custom teak work. $8300. Days: 516-226-7262.

31' SILVERTON 1978. Convertible twins 220 Crusaders. New Si-Tex DF, VHF & canvas. Asking $37,000. After 6PM: 212-224-4162.

1979 BOSTON WHALER 17' Montauk, w/1980 70 hp Johnson. Full instrumentation, compass, 2-12 gal. tanks. Excl. cond. $8500. PORT OF EGYPT MARINE, Southold, 516-765-2445.

FOR SALE:
29' 1983 TOPAZ Sportfisherman 165 hp twin Volve diesels. Raytheon radar, Lee Sr. outriggers, Si-Tex Loran L&L, elec. refrig., hot & cold water sys., shower, elec. head O/B Y valve; Danforth anchor; 2 compl. steering sta., tuna tower, fighting chair, 3 wipers, Motorola VHF radio, 1-saltwater wash down pump. Teak covering boards, 3 V-berths, Si-Tex 650 video fishfinder, AM/FM stereo radio. Full instrumentation, hydraulic T/T, full canvas encl., teak pulpit, 3 bilge pumps, tinted glass, Dytek seawater temp, Motorola CB radio. Much, more more. Asking $89,000; cost new-$108,500. For more information call or write: RUSSELL HICKS, P.O. Box 352, Putnam, CT 06260. Days: 203-928-6700. Eves: 203-928-3650.

HOBIE 16' CAT w/2 sets of sails & trailer & storage box. Excl. cond. $3150. 516-221-5263.

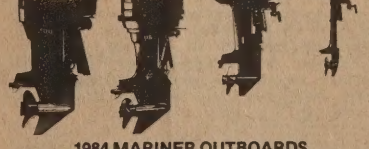
SUZUKI Outboards & Ampac Inflatables. Great combination. Avail. at DON'S MARINA. Call for appt. 516-399-3330.

AQUASPORT 17' 0 1976. Excl. cond. Without motor. 466-9380; 487-8098.

23' 1976 MAKO I/B C.C. Loaded; excl. Eves' 516-588-9048. Days: 516-588-2151.

$446 Buys New 12' Fiberglass boat. BURCK, 526 City Island Av., Bronx, NY 10464. 212-885-1559.

1982 RENKEN 21' I/B, 307 Chev. OMC outdrive. Cuddy cabin w/1982 galv. trailer, power winch, CB, DF, FF. Low hrs. Asking $11,500. 516-473-8291.



1984 MARINER OUTBOARDS
2-$335; 4-$530; 5-$640; 8-$810; 9.9-$1055; 15-$1150; 25-$1350; 30-$1405; 40-$1555; 50-$2095; 60-$2440; 75-$2805; 90-$3030; 115PT-$3755; 150PT-$4390; 200PT-$4870. Price incl. delivery to you. Only NJ residents add 6% sales tax. SPORTS MARINE, 201-736-3909.

1982 AQUASPORT 20' Walkaround cuddy cabin; 150 Merc., Loran, VHF, recorder, compass. Bimini; CG equip. $13,000. ERIKSENS, 516-766-3332.

CLEARANCE SALE
1982s: 9.9 hp 20" Sail-$1115; 3.5 hp 20" Electric-$1621; 140 hp 25" TNT-$3553. 1983s: 2 hp-$319; 4 hp 20" Sail-$539; 7.5 hp 20"-$859; 9.9 hp 25" Sail-$1185; 9.9 hp 20"-$1001; 60 hp 20" Elec. Start-$2322. FREIGHT Included. SUFFOLK MARINE, 45 Willow St., Babylon. 516-669-0907.

25' LURHS Fiberglass Sportfisherman. FWC; low hrs. Yard maintained. New trailer, custom winter covers & much more. $8500. Mint cond. 516-725-2726 after 6:30PM

WANTED DEAD OR ALIVE
Cash for Johnson, Evinrude Outboards. Used parts & motors avail. 516-727-7473.

CHRYSLER slant six, 155 hp, Marine eng. Low hrs., excl. cond. $700. 914-783-2145.

1981 15' ANSWER Open Fishing Boat, center console, 35 hp elec. start. Bimini top, spray hood, flush rod holders, cushions, depth finder, Shoreline trailer. CG pkg., flood lights & extras. Excl. for bay or sound. New-$7795. Sell-$4500 Neg. 516-796-6348.

DIESEL F/G Boat 22' Volvo turbo charged, low hrs. on eng. Repowered 1980, 60 gal. fuel, trim tabs. Canvas top, cuddy cabin. Terrific fishing boat. $10,900. After 7:30, Alex, 914-666-6523.

72 SPORTCRAFT HT 25' 215 E I/O, cuddy cabin sleeps 3. Galley, pvt. head, CG pkg. Excl. cond. Must sacrifice; bought new boat. $7500. Leave message at 212-641-2837.

DOCUMENTED 33' Chrisovitch - sistership shown. Twin FWC 260 hp gas rebuilt 1983. Avail with or W/O equipment. Asking $10,000. Will consider offers & trades. Days: 516-588-3777. Eves: 765-2490.

BONITO 26' cuddy, 330 Mercruiser I/O, Si-Tex DF, radio, chairs, canvas, outriggers, gin pole. $22,500. 401-245-2377/7081.

CRUISER 73 21' Bonanza, 165 hp OMC, power tilt. Sleeps 2; new top. Excl. cond. Best offer. 516-665-3805.

'78 AQUASPORT 22' cc. Super clean & dry; 82 200 hp Mercury, 25 hp Evinrude. Full canvas, SW washdown, baitwells, seats & cushions, outriggers, downriggers, full instrumentation, VHF, Loran, paper chart, flasher, trim tabs. Much more; 190 hrs. 212-934-4520.

BOSTON WHALER Clearance. No reasonable offer refused. THE MOORING, Brower/Moreland Ave., Oceanside. 516-766-0080.

1981 BOSTON WHALER "Montauk" 16' 7", 90 hp Johnson, trailer, recorder, CB. Mint cond. $9800. After 7PM. 516-581-6933.

BOATING EQUIP.

LORAN C—Simrad Internav-123 w/cables, coupler, antenna, instruction book. Mint cond.-$600. Depth recorder—Si-Tex HE31 w/flasher, cables, transducer, instruction book, 5 rolls refills. Mint cond. $375. 516-354-1423. Eves: 516-775-5669.

CBs, Cobra #19XS, $49. Cobra #18LTD-$59. Shipping $6. VISA, Master Amex accepted. 201-437-0402.

BOAT TRAILERS FOR RENT: Single & Tandem axle. Daily, weekly, monthly rates. Temporary & permanent hitches for Sale or Rent. BARN TRAILER SERVICE, 57-06 B'Way, Woodside, NY. 212-426-7039.

adar, Loran, autopilots, VHF, SSB, fish recorders. Sales & service most major brands. Custom installations. MARITIME COMMUNICATIONS, INC., 377 Woodcleft Av., Freeport, NY. 516-623-4421.

FURUNO FE400 chart recorder w/bronze transducer. Excl. cond. 1-yr-old. $375. 516-269-9051.

UNIMETRICS Marine VHF, 24 channel, 25 watts, 2 weather, w/antenna. Like new. $100. 588-4668.

CARBURETORS, starters, alternators. Rebuilt on premises. Free bench check. Same day service. CRAFTSMAN, 268 Rt. 109, Farmingdale across from Republic Airport. 516-752-1259.

Continued On Next Page

Electronics Pkg.—standard VHF, Cobra CB, Mecca 6" white line chart recorder. Complete pkg. only. Make offer. 516-567-9249.

WANTED: Used Fighting chair—Murray, Rockaway, etc. 516-728-8761.

BOAT TRAILER REPAIR. Complete w/all new galvanized parts. FAZIO MFG., INC., 1121-16 Lincoln Av., Holbrook, NY 11741. 516-563-2263.

TRAILER HITCHES—The most complete Draw-Tite line of Class I & II hitches in stock on Long Island. Sales, installations & service. TOM CASH WELDING, Lake Ronkonkoma. 516-JU 8-6143.

$19.99 Buys 24 pts. TCW Outboard oil. BURCK, 526 City Island Ave., Bronx, NY 10464. 212-885-1559.

FOR SALE: North Star 6000 Loran-$1200; Furuno Model FE502 Mark II Graph recorder-$600. Call Russ Hicks, 203-928-6700 Days. 203-928-3650 Eves.

AQUA PROBE 390 white line depth recorder. Brand new; in box. $295. 516-379-7722.

WANTED: Bimini Top & enclosure. Must fit 22' Mako. 516-621-1728.

MURRY Big Tuna Chair. Murry Like Big Chair, SSB 80 Westmar Sonar. 728-4220 Tom.

WANTED: Foot rest for Rockaway fighting chair. Evenings: 212-738-2777.

FISHING TACKLE

FOR SALE: Original Shakespeare & Montague split bamboo fly rods. Mint cond.; in cases. Wanted: we buy & trade for old fishing tackle. Days[212-266-6900. Eves: 212-266-4689.

SPRING SPECIAL
Custom built Fenwick rods, Aftco guides, aluminum butts, triple wrapped, diamond wrap, monogramed. Discounts on pairs. IGFA 30-$135; IGFA 50-$155; IGFA 80-$185. 588-4668.

FOR SALE: Misc. custom Wanser rods & reels, 4/0 - 16/0. Excl. cond. & misc. fishing lures & equipment. 516-783-8727.

CUSTOM RODS made to order, by "Dyno Sticks." Quality workmanship. All guaranteed; low prices. 736-1294 or 422-6983.

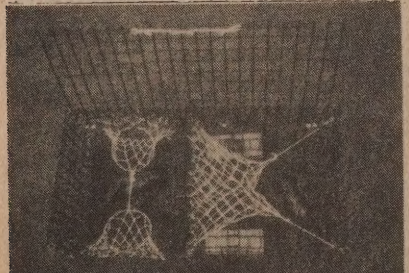
74" Glass Rod; 5 stainless rollers; 4/0 Penn reel; 3.8 Grumman 2 pr. oars; nylon line, pulleys, trolling sockets. Woolrich outfit. 298-5282.

Custom Fishing Rods Built; rods repaired; guides rewrapped. We build rods to fit the reel & fish! 516-794-7299/794-1992 Eves.

SURF OUTFIT—Mint. Includ. Crack 300; bag, 30 plugs, belt & gaff. 11½' Lamiglass rod. Details. 728-3190.

MISCELLANEOUS

EDELMAN'S, world's largest Gun Dealer, is going into fishing. Trainees needed to sell, repair, install fishing equipment. $175 for 46 hrs. 516-249-8080. Ask for Mr. Ristori.



LOBSTER CRAB POTS: L.I. Dealer offers vinyl coated steel wire lobster & crab pots. Light & long lasting. Completely assembled or kit form. Lobstering equipment & delayed time release buoys. Frank, 516-724-3372. Jim 516-928-9603.

COX BOAT TRAILERS—Direct factory purchase pricing: 12'-$299; 14'-$320; 15'-$350; 16'-$385; 17'-$410; 18'-$530; 20'-$685; 22'-24'-26' avail. Roller cradles, galvanizing, or brakes optional. North Jersey. 201-736-3909.

On Water Boat Deliveries: U.S.C.G. Licensed captains. MARINE SURVEY SERVICE, 516-842-5928/757-7041.

Phone In COMMUNICATIONS

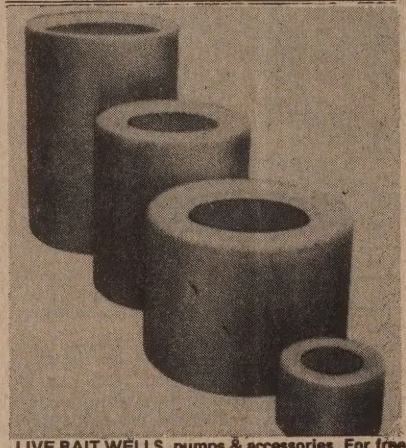
WE INSTALL AND SERVICE
RESIDENTIAL AND BUSINESS
TELEPHONE SYSTEMS

There is no reason to accept that old and outdated telephone equipt you now have. By purchasing your own custom tailored communications system you can save money, improve your service & make your business run more efficiently. We are your Full Service Telephone Company. Ask us for a free evaluation of your present phone system. Call Now! 212-961-3614. If busy, please leave name & phone number.

COMPASSES—COMPASSES—COMPASSES
Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

2 Tires & Wheels. Like new. Goodyear special trailers. 650-13 ST 4-lugs. $100 for pair. 516-785-5093.

GOVERNMENT JOBS. $16,559-$50,553/year. Now hiring; your area. Call 805-687-6000, Ext. R-3617.



LIVE BAIT WELLS, pumps & accessories. For free brochure send $.25 p/h. THE CADDY CO., 57 Bayonne Av., Dept. E, Central Islip, New York 11722; 516-234-0144.

CHARTER the finest fishing boats in Freeport. Call BLUE FIN for brochure & info. 516 or 212-352-2986.

REGINA M—Now booking charters for 1984. Fast 22' Mini-Sportfisherman, CG Licensed 1-3 passengers. Full elect. & all tackle. Inshore/offshore from Island Park. Inquire about reasonable rates & split charters. Beginners welcomed; we'll help. Capt. Pete Mikoleski after 6PM. 212-478-4133.

FULLY LICENSED CAPTAIN—Water deliveries, boat/navigation instruction; charters & trips. NAVIGATION SERVICES, 516-795-4498.

EXTERMINATING Service: Roaches & termites, rats, mice, etc. Fully licensed & certified. GENERAL CORP., Queens, 361-7400; Nassau, 731-7100; Suffolk, 293-1819.

COOPER'S GALLEY
FIRST QUALITY commercial rain gear at whole sale prices. Full line O.D. & camouflage rain gear & hunting gear. 725-0661. COOPER'S GALLEY, West Water St., Sag Harbor, NY 11963.

Summer Dockage & Winter Storage avail. Deep, wide, picturesque river in Copiague, 20 mins. to Frank & Dick's. Full service: Mercruiser, OMC & Volvo. Used boats for sale. Check us out. 519 MARINA, 519 Boatyard. 516-842-1579/789-8789.

EDELMAN'S, world's largest Gun Dealer, is going into fishing. Trainees needed to sell, repair, install fishing equipment. $175 for 46 hrs. 516-249-8080. Ask for Mr. Ristori.

PAINTING: Interior & Exterior by Jack "The Painter" Murray. Let us paint while you fish. 516-273-0960.

LOOKING For a foot rest Fighting chair & Fin-Nor reels. Nights: 516-728-8269.

SMOKED EELS—Always fresh; always available. Wholesale; retail. VALLEY FOOD PRODUCTS, 560 Franklin Av., Franklin Square. 516-561-6191.

SAVE CASH! SAVE CASH!
Pick bushels of chum and bait with Mussel Tool. No bending; match the length to your reach. Pincer-grips, molded hand grips. Send $14 to: GEORGE CARDEL, 93-08 Francis Lewis Blvd., Queens Village, NY 11428.

CHARTER BOAT & Business for Sale in lucrative Long Island fishing center. 516-883-6461.

HELP WANTED: Party boat 2nd mate. Male or female. Full time; will train. Dependable, energetic person only. "CASEY LEE," Bay Shore, 516-661-1867.

EDELMAN'S, world's largest gun dealer, is going into fishing. Trainees needed to sell, repair, install fishing equipment. $175 for 46 hrs. 516-249-8080. Ask for Mr. Ristori.

FISHERMEN—HUNTERS
Bowie style knife 10½" overall w/6" stainless blade, rosewood handle scabbard incl. $40 value only $14.95. Fillet knife, superior quality stainless steel flat ground blade w/scabbard. $30 value, only $12.95. Both guaranteed 10 yrs. Send checks to: ISLAND ENTERPRISES, Box 993, Dept. F., Riverhead, NY 11901.

1970 TOYOTA Land Cruiser Jeep, 6 cyl. 4-wheel drive. Oversized tires, winch. Many new parts. $1450. Eves: 212-833-7183.

REAL ESTATE

FANTASTIC FLORIDA KEYS FISHING
Rent—Duck Key Condo. Sleeps 4. Furnished, convenient and reasonable. 516-589-7005.

WATERFRONT! BOATMAN'S PARADISE FOR SALE! 125' Bulkhead, close to Jones Inlet. Excellent fishing! Spanish Colonial, 3Br, fireplace. Large property;low taxes. $142,000.

JOYCE BAYER, Waterfront Specialist. Houses from Oceanside to Massapequa. From $70,000-$500,000. Exclusive listings in Oceanside, Baldwin, Freeport, Merrick, Bellmore, Wantagh, Seaford, Massapequa. For Appt: 516-378-1175 or 379-4766.

WATERFRONT COTTAGES FOR RENT!
Live year-round in charming cottage w/excellent dockage. Rents from $700 & up. JOYCE BAYER, Waterfront Specialist. 516-378-1175.

DISTRESS SALE: 3 Prime lots in Silver Spring Shores, FLA. $20,000 for all 3. 516-433-4427.

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	12:40	1:05	1:30	1:55	1:25	1:50	2:25	3:00	4:35	5:25	4:05	4:45	12:35	1:05	2/23
FRI.	1:40	2:00	2:35	3:00	2:20	2:50	3:30	4:10	5:50	6:35	5:10	5:50	1:35	2:05	2/24
SAT.	2:40	3:10	3:40	4:10	3:25	3:55	4:35	5:20	7:00	7:40	6:15	6:55	2:40	3:10	2/25
SUN.	3:45	4:15	4:45	5:15	4:25	5:00	5:35	6:15	8:00	8:35	7:15	7:55	3:40	4:05	2/26
MON.	4:45	5:15	5:45	6:10	5:25	6:00	6:30	7:10	9:00	9:25	8:15	8:50	4:35	5:00	2/27
TUES.	5:35	6:05	6:40	6:55	6:15	6:45	7:20	7:50	9:45	10:10	9:05	9:30	5:25	5:45	2/28
WED.	6:20	6:45	7:20	7:35	7:00	7:25	7:55	8:25	10:30	10:50	9:50	10:10	6:10	6:30	2/29
THURS.	7:00	7:20	7:55	8:10	7:40	8:05	8:35	9:00	11:10	11:30	10:30	10:50	6:50	7:10	3/1

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	−0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 2/23	6:47	5:41
FRI. 2/24	6:45	5:43
SAT. 2/25	6:43	5:44
SUN. 2/26	6:42	5:46
MON. 2/27	6:41	5:47
TUE. 2/28	6:39	5:48
WED. 2/29	6:38	5:49

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 2/23	12:38AM	10:37AM
FRI. 2/24	1:45AM	11:15AM
SAT. 2/25	2:48AM	11:59AM
SUN. 2/26	3:45AM	12:50PM
MON. 2/27	4:35AM	1:45PM
TUE. 2/28	5:17AM	2:44PM
WED. 2/29	5:53AM	3:44PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/1	2/10	2/17	2/23

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM Minor	AM Major	PM Minor	PM Major
Thurs.	10:45	4:35	11:15	5:00
Fri.	11:30	5:20	—	5:50
Sat.	12:05	6:10	12:20	6:35
Sun.	12:50	7:00	1:10	7:25
Mon.	1:40	7:45	1:55	8:15
Tues.	2:30	8:35	2:45	9:00
Wed.	3:15	9:20	3:30	9:40
Thurs.	3:55	10:00	4:10	10:20

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ATTENTION LONG ISLAND TACKLE DEALERS

A personal message from Lou Rosado

It's been a pleasure to deal with you the past several years. As a representative of many fishing lines, we've helped each other, caught many fish and had some good times together.

Because we've been friends, I'd like to take this opportunity to tell you that I've been hired by Edelman's to run their new tackle department. As you know, Edelman's is the world's largest gun dealer. They do everything first class. Edelman's buys big, stocks everything and sells it all at drastic discounts.

Edelman's plans on becoming leaders in the Long Island tackle business. I know their overwhelming inventory and incredible low prices will cause you some problems...but that's the way Edelman's has always operated. Guess that's why they're #1. I hope we can still be friends and I wish you all good luck.

By the way, if any fisherman are reading this ad...and you plan on buying anything...hold off until April, when Edelman's Grand Opening Sale will save you a lot of money.

We'll be opening the largest fishing wholesale supply operation in the business. We'll specialize in custom rods, reel repairs at low, low prices! You'll find huge selections of offshore big game equipment such as outriggers, fighting chairs, fish boxes and bait...at prices that are unreal. Watch for our full page ads in the Long Island Fisherman.

Edelman's became the largest gun dealer because of tremendous selections, sensational prices, sincere service and a staff of experts to help people make the best choice. We'll be doing the same thing in the fishing department and we know you'll be delighted with what you find at Edelman's.

Lou Rosado

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